Saturday Night

Canada's Magazine of Business and Contemporary Affairs

JULY 4TH 1959 20 CENTS

SMALL CAR FEVER
versus
BIG CAR MADNESS

by Jack Jones

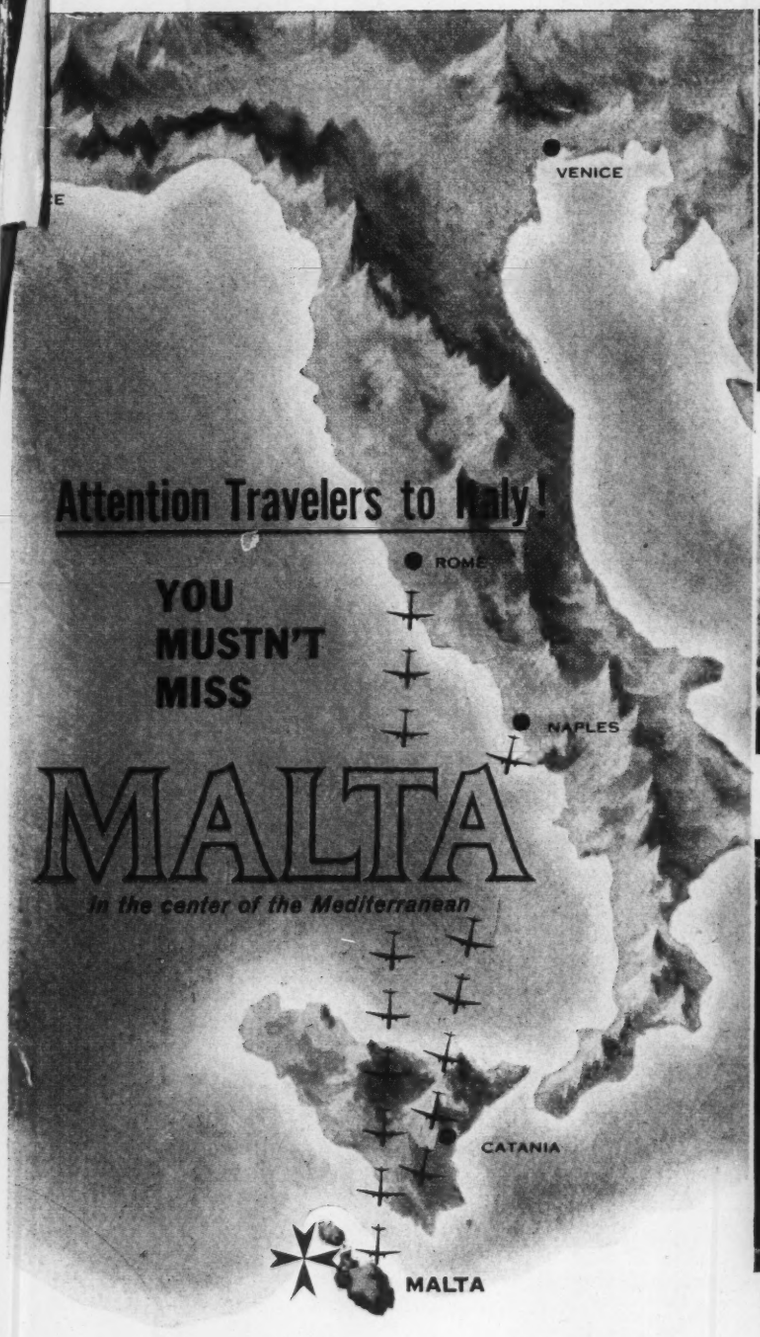
New Hope for Alcoholics

by Muriel Clements

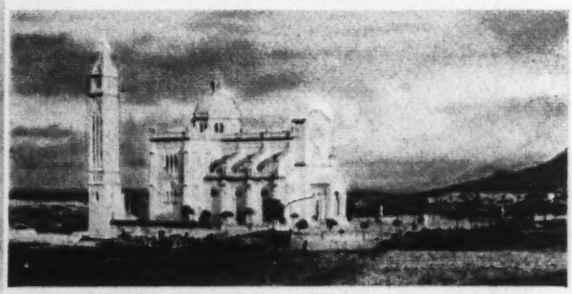
British Tories Capture Them Young

by Charles Taylor

nadian Stocks Static as New York



CAPITAL CITY OF VALLETTA was erected following Great Siege of 1565, when Knights of the Order of St. John led the island in repelling Ottoman Turks.



331 CHURCHES enhance the beauty of the Maltese Islands. This one is on Malta's sister island, Gozo. The shipwrecked St. Paul converted the islands in 60 A.D.

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July 4, 1959

Saturday Night

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INSIDE STORY

When an alcoholic gets DT's the shock is often severe enough for him to start an effective cure. But the degeneration before this happens may defeat the doctor. On page 14 **Muriel Clements** describes how a group of Saskatchewan doctors are experimenting with the artificial induction of DT's before it is too late to use the shock to good effect.

The British Labour party, once a party of eager youth and radical reform, is rapidly becoming a party of staid and elderly union leaders intent on maintaining the Socialist *status quo*. **Charles Taylor,** a Canadian resident in England, shows on page 16 how the Tories attract the young and how they keep them by high jinks and showmanship.

Brazil has a lower per capita income than Canada and a much less satisfactory balance to its economy. But, as **John Alius** tells on page 7, it has still money to build a brand new capital city. Mr. Alius has been in Brazil recently working for the United Press International.

The Liberal Party in Alberta is now down to one representative in the provincial legislature. How the party got that way is the theme of a new book by **Lewis Thomas.** It is reviewed on page 27 by John A. Irving, himself the author of a forthcoming book on the Social Credit party of that province.

Charity, says **Anthony West,** is one of the best rackets in New York city. Taking his start from the recent hospitals strike which flared into violence on the picket line, he has some hard things to say on page 12 about such charity governors and about the Democratic party's contribution to the affair.

The bustling days of mine promotions which attracted great quantities of American money to the Toronto stock exchange are now over. **R. M. Baiden,** business editor, investigates the dry-up on page 20.

Letters

Our Scotch Establishment

The author of the article "Does Canada really want immigrants?" (SN May 23rd) has only part of the root of the matter in him.

He overlooks the fact that while the Establishment in Great Britain (mostly of English race) still retains a considerable sense of *noblesse oblige*, its counterpart in Canada includes few people of distinguished and ancient lineage—the main practitioners of this virtue. They are in point of fact, mainly Scots outwardly smooth, but of that more ruthless type who originally developed the British Empire after the English had won the battles, lost interest and then gone home; the RCMP's private list of VIP's for special protection at all times is always predominantly composed of Scots-Canadians. This Establishment treats with contempt everyone else in Canada—not merely the immigrants, but also those born here. The daughters of the really rich—a single million is not wealth—unless marrying into a Canadian or US family of equal wealth, usually search in the UK for husbands who, lacking money, possess the breeding, individuality, personality and education so difficult to find in Canadians of similar poverty. The Establishment is also quite prepared to employ brilliant men regardless of nationality, notably university professors and scientists.

Another point not brought out in the article was that, ignored by his masters, the unfortunate native-born Canadian relieves his feelings by kicking the cat—in this case all immigrants regardless of birthplace or length of residence in Canada. The immigrant (principally in Southern Ontario where one-third of the entire population of Canada is squashed into an area smaller than England and less than one-hundredth of the land surface of Canada) therefore merely needs to remember without rancor that he will always be a second-class citizen; must speak only Basic English (any language in addition to English is regarded in the same light as indecent exposure as also is any non-Canadian higher education other than mere technical training); and finally, to walk humbly in the sight of his God which means any person who, through no cleverness on his own part, happened to be born in Canada.

A very intriguing soul-searching was recently performed by the Civil Service Commission in the case of a Dutch war-bride, deserted by her Canadian husband, who applied for a minor clerical position. She speaks fluent English, French, German in addition to her native Dutch and also holds a Master of Arts degree from Amsterdam University. It was at last nervously decided that all this might just be the equal of High School graduation in Canada.

Canada *does* need immigrants in large numbers if only because when, along with the United States, she soon and finally prices herself out of the world's markets, both countries will have to live by taking in their own washing; Canada's population, its domestic market, is pitifully small.

LONDON, ONT. NIGEL ROSS

Shakespeare's Virtue

It would be interesting to know upon what evidence James Egan (SN June 6th) bases his statement that Shakespeare was a homosexual. *The Facts about Shakespeare* by Neilson and Thorndike contains every authentic detail about his life and there is no mention of such a thing. The internal evidence of his plays is all against it, for whenever he mentions this vice, as for example in *Richard II*, it is to condemn it utterly.

Certainly Shakespeare took as his province all the passions of the human heart including the basest, but with what a difference in treatment and intention! Shakespeare lifts them to the level of tragedy, where we see the working out of poetic justice and have our emotions purged by pity and terror. He is always the moralist, never portrays vice as attractive; even Falstaff gets his "come-uppance" in the end. As well as his villains and his comic figures, Shakespeare presents us with a gallery of noble and exalted characters, very different from the world of some contemporary writers, who cynically exploit the utmost in human degradation in order to attain the ranks of the best sellers amongst what Eric Nicol has called the "increasingly porcine audience."

VANCOUVER L. V. SCOTT

Canadian Unions

The correct answer to the title of Mr. DePoe's article ("Are Canadian Unions Dominated by Americans?" SN June 6) is that, in the final analysis, the Canadian branches of United States labor organizations very definitely are controlled from the various international union headquarters.

It has become fashionable for writers on the subject to imply that domination does not exist (or has become lessened) for such superficial reasons as that the Canadian funds of international unions are now banked in Canada. That overlooks the fact that such funds are still controlled by the internationals although banked on this side of the border.

The truth of the matter is that the Canadian members of those organizations only enjoy a sort of "freedom on a string." The constitution of every international union provides that final control shall rest with the international executive board between conventions. Any autonomy granted to the Canadian section of such a union is subject to that overriding authority, and periodic crack-downs do occur.

As Canadian sovereignty grows, Canadian unionists will become increasingly dissatisfied with such conditional freedom. They are entitled to their own, self-governing Canadian labor organizations, and they will increasingly demand an end to this outdated form of colonialism which masquerades under such fronts as the "Canadian" Labor Congress.

OTTAWA CLIVE THOMAS
General Secretary
National Council of Canadian Labor.

Shielding the Student

The letter of the Toronto University freshman re "first year failures" suggests various expedients for relieving the first year university student of much personal discipline. Other people are to make his life easy, pleasant, and unclouded.

Then how does this correspondent (SN June 6) suggest making the graduates' transition to wage or salary earning—to "work" in the world of competition—also an easy and agreeable process? As nearly as I can analyse situations this latter transition—from college course to world of business and industry—is more radical than the transition from secondary school to university.

When the graduate goes into the competition of the world, how can we shield him from the gifted, dynamic non-graduate? Centuries have given ample proof of the existence of the latter. In the sixteenth century Robert Greene, Master of Arts from Cambridge, complained of the "upstart crow" who had come from rura

Warwickshire and was distinguishing himself in dramatic circles. Perhaps Abraham Lincoln of the nineteenth century might be classed as another "upstart" depriving university graduates of easy success. As nearly as I know, this list of non-graduate hard competitors would include scores from Moliere to Henry Ford.

Nor is this ability confined to the great. Anyone familiar with our pioneer history knows of humble men who have chopped the trees from acre after acre of soil, established moderate family fortunes, and made possible our agricultural industry, our towns and cities. What "ice-cream" courses did they have? And "human nature and youth being what they are . . ." these workers tramped the forest trails or rode over the corduroy roads on Sundays to the local church services, camp meetings, etc. to learn to discipline and spiritualize their "human natures" and modify them from "what they are" in the direction of what they ought to be.

The taxpayers' money is wasted in our million dollar secondary schools if the training in these schools cannot produce some maturity of approach to life, some sense of responsibility, and self-discipline in the high school graduate.

Certainly the teenager whose first prolonged stay away from home is his freshman term at university is homesick. But his years at high school should have taught him: (1) the value of time (2) the fact that concentrated mental effort can dominate loneliness, disappointment, etc. Some extra hours of intensive study may be a great help later in his graduate or post-graduate year. Certainly, Canadian graduates cannot match British or European standards of scholarship by a "popular" policy of treating university freshmen to a glorified kindergarten course "to engage the attention of" such as miscall themselves "students".

LONDON (MISS) KATHLEEN V. MOORE

Staff Doctors

IN "INSURANCE" by Wm. Sclater (SN May 23), a letter by "T.N., Hamilton" is quoted, in which "T.N." stated in his last two sentences, "What about the staff doctors in the hospital who are already paid? Can't they look after us for free."

I feel that this writer is expressing an idea which is widely held, and which is incorrect. That is about the staff doctor being paid. The staff doctors of the general public hospitals in Ontario receive no salary or other pay from the hospital or from any government agency. Their work for indigent patients is entirely voluntary and free.

Mr. Sclaters answer to "T.N." 's letter is clearly written and accurate except for my point above. I would appreciate it if this point could be brought to the attention of "T.N." and your readers.

TORONTO C. S. KILGOUR, MD

Nazi Crimes

In reviewing Lord Russell's autobiography, Mr. Edinborough refers to the man as "startlingly illiberal in his thinking" and cites as a prime example of this illiberality that "he hates Germans" and wrote a book called *The Scourge of the Swastika*. The book, as the name would readily imply, concerns itself with the crimes perpetrated by the Nazis (not by the entire German people).

Is a man who reacted to those horrors and with greatest distress labelled "illiberal"? Rather I would call the man who failed to be moved by them "inhuman".

TORONTO L. STORK

The Lethal Dose

Apropos my article "The Great Deception on Fallout" I should like to point out that recent revelations about the amount of Strontium 90 in the atmosphere make the situation even more alarming than it is as outlined in the last paragraph but one. Estimates of the total amount of Strontium 90 floating in the atmosphere are now 200 lbs., not 65 lbs. In this case a little simple calculation tells us the amount being distributed over the inhabited areas is in the region of 33 to 35 lbs., in other words the *lethal dose*. The probable reason we are not now showing ill effects is the delay occasioned by actual fallout from the atmosphere, and the additional delay while the Strontium 90 is being transferred from food to human bones.

MONTREAL PETER C. WHITEHOUSE

Sing for your Supper

It was interesting to read your editorial comment on the Governor-General's Award dinner and the penny-pinching attitude exhibited by the Award sponsors. Dr. Samuel Johnson laid the whole matter on the line a couple of centuries ago. "No one but a blockhead would write for anything but money" he said on one occasion; and on another, "That was a good enough dinner but not a dinner to *ask* a man to."

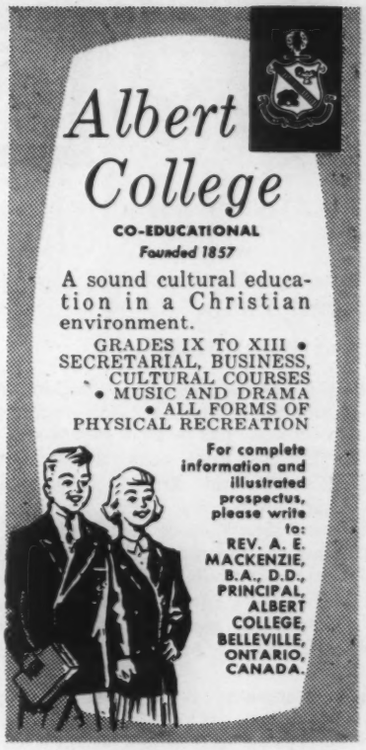
TORONTO WARREN POLLOCK

House and Home

I have read with interest your Comment in the June 6th SATURDAY NIGHT on the presumed disruption of family life arising out of increased employment of married women.

You have cited a rather unprepossessing authority, Polly Adler, to the effect that money does not make a house a home. Do you then disagree with an equally outspoken, though more reputable individual, Charles Wilson, who has given us the classic opinion (here paraphrased) that bird bitches who go out and hunt are to be preferred to kennel bitches who stay home and howl?

OTTAWA P. GREENBERG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Comment of the Day

Striped Pants Notwithstanding

CANADA'S yellow press (and England has no monopoly of that dubious implement of democracy) has wailed monotonously on for the past three weeks about all the stuffed shirts and striped pants which have surrounded the Queen as she has progressed slowly across the land.

Columnists and reporters use these sartorial status symbols to indicate civic officials, members of the judiciary, provincial legislators, members of Parliament and other people in positions of public trust.

The complaint is that such people crowd out the workers, the bank clerks and the businessmen and that they themselves are not typical of the common man.

Of course they are not the common man, but they are the people who give up a sizeable chunk of their lives to serve his interests. They are the lawyers who sacrifice a lucrative practice in order to serve on the bench. They are the people who put themselves in a position where every nut and crank can phone them at all hours of the day and night to complain about the water supply, the sewage system, the iniquity of teachers in schools and the state of the sidewalks during a storm of icy rain.

They are the people who spend hour after weary hour going over provincial budget figures or who spend half their time in Ottawa thousands of miles from their home to represent the common man who never leaves his.

If these people want to meet the Queen, who has a better claim to do so? After all, she knows more about self-sacrifice and the responsibilities of public office than all the columnists, commentators and reporters in the yellow press put together.

Scrambled Politics

AFTER THREE provincial elections so far this year, the rough and tumble of politics across the land looked a little more rough and considerably more tumbled than for some time.

The roughness occurred in Ontario. Premier Frost on June 11th saw all his cabinet ministers re-elected and his large majority cut by only twelve seats. He did, however, see two former members of his cabinet who had resigned because of their dealings in natural gas stocks toppled by the opposition and he did see Tory Toronto elect five opposition members—the largest number of non-Tory representatives in the Provincial Legislature since the days of Mitch Hepburn.

But what really riled Premier Frost, tucked away in his rural riding without television facilities, was to see his still weak opposition get upwards of fifteen minutes of free time to say how they would between them carry the province five years from now. At this effrontery from Mr. Wintermeyer and Mr. MacDonald, Mr. Frost was so angry that he blasted the CBC to the point where he even suggested that it should withdraw completely from the field of news broadcasting and commenting on public affairs.

On the prairies Premier Manning had such a landslide endorsement of his government that there were only four members of the legislature left in opposition. Of these, one was Earl Ansley, an original founder of the Social Credit movement in Alberta, and former cabinet minister who has, however, since 1949 been at odds with the present party policies and runs as an Indpendent S.C.

This leaves three true opposition members only in a sixty-five seat legislature. They are a Conservative, Mr. Ernest Watkins, who won by less than a hundred votes in R. B. Bennett's old, traditionally Tory seat; a Liberal, Mike Macagno, a political nonentity from Lac la Biche, and a coalitionist, Frank Gaynor, who also won by fewer than one hundred votes. The Liberal party leader, the Conservative leader and the CCF leader were all defeated in their own ridings. It looks as though the Leader of the Opposition may be Mr. Watkins, an ex-associate editor of the *London Economist*, who has only lived in Canada for about five years.

The most piquant situation occurs, though, in Winnipeg, where Premier Duff Roblin between his minority success last year and his majority this year married Alice MacKay. On August 1st, Mrs. Roblin's brother, Shane MacKay, becomes executive editor of the *Winnipeg Free Press*, a paper not usually very friendly towards any Tory government wherever it may be found.

Who says politics is a dull game?

Short Memories

TWENTY YEARS ago this month it was clear that war was inevitable. The most ardent pacifist could see that the iniquities and oppression of the Italian and German dictators would have to be righted, even though the price looked, and proved to be, terribly high.

That was just twenty years ago. In Italy the other week the last two newspapers which after the war had changed their titles to show their break with Fascism, changed them back again. After fourteen years the nation's best known newspaper *Il Corriere della Sera* of Milan abolished the word "Nuovo" (new) before its title. *La Stampa* of Turin did so about the same time. In doing so, these leading dailies were only following in the wake of Rome's *Messaggero* and Florence's *La Nazione*, which had reverted some years ago.

In Germany, Chancellor Adenauer in an extraordinary display of personal force kept an iron hand on the fortunes of his party. He also wrecked, temporarily, the career of one of his most able lieutenants, Dr. Erhard. Though Adenauer's victory was different in degree it didn't look much different in kind from the goings-on in the Reichstag in the early thirties.

We do not suggest that Italy is going back to Fascism, nor that Germany is under the threat of resurgent Nazism. But it does seem in both countries that memories are shorter than one might have hoped for under the circumstances.

Canadian Cars Needed

HOW PEOPLE'S taste in cars has changed is discussed at some length in an article on page 10 of this issue. Mr. Jones, who has been around the car business for a long time, there maintains that there is no rational explanation for the switch of the buyers on this continent to small cars.

What he has to say about the buyers on the continent as a whole is true. But there is something more to be said on why Canadian buyers are switching. Proportionately more Canadians are going over to smaller cars than Americans. Here foreign cars may take this year an estimated thirty per cent of the market. In the United States, despite the variety of models being advertised, they will be lucky to take ten per cent.

The fact is that it costs the Canadian buyer a substantially higher proportion of his income to buy and maintain an American designed car than it does his counterpart in the United States. However much we may pretend that our standard of living is equal to that of the United States, the facts do not support the pretence. Our per capita income is sharply lower than that of the U.S., our cost of living noticeably higher. Canadians are buying small cars because they are finding out that they cannot afford to live like Americans and drive the same cars as they do.

Which leads us to point out that there is no car built in this country designed especially for the needs of the Canadian driver. Yet with the state of our roads in the north, the long stretches of featureless highway in the west and with our severe

winter in the east, surely a car designed for California, Florida, Alabama and even Indiana is not the best design for us. Any member of the Big Three (or the Small Two for that matter) who realizes this and goes to work on it might have a sales boom that would well repay his initial investment.

Expanded Doodles

MR. RENE CERA is the co-manager of the Engineering and Design division of the T. Eaton Co. This often involves him in a great many meetings which he used not to enjoy at all. He therefore took up doodling as many other people have to help pass the time. But being an artist and a man interested in modern ideas of art, his doodles soon became a kind of private mystique.

The doodles he began in committees he expanded into paintings after hours. One result of this was the recent exhibition at the Hart House Gallery in Toronto entitled "Doodles and Doodles Expanded into Paintings."

When our art correspondent went down to look at this exhibition, she reported that Mr. Cera's doodles "have no relationship whatever to the ordinary doodle—the intertwined initials, the bosomy girls, the rear views of cats—that enliven waiting room blotters and the walls adjoining public telephones. The Cera doodles are instinct with design and with the special sense of arrangement developed through a disciplined attention to form. Apparently Mr. Cera, in taking the plunge into the doodle-world through the varied and successive levels of experience, contrives to carry considerable experience along with him, both in submergence and emergence. The final result, a varying pattern of thin swirling lines thickly encrusted with paint looks a little like an intricate design in raffia. Whatever its esoteric significance — and Cera insists that this exists only for himself—it is wonderfully pleasing to the eye."

As well as the pleasure they give to the people who see them, Mr. Cera's doodles also help him to dig below the surface of life to the reality. In other words, Mr. Cera brings delight in his doodling to all.

Restrained Optimism

FINANCIAL ANALYSTS, the men whose job it is to decide which investments are apt to be profitable, had some harsh things to say recently about the way the business of Canada is being run.

The National Federation of Financial Analysts meeting in Montreal was attended by some of the outstanding financial brains of this continent. It was a meeting that attracted world-wide interest and resulted in extensive international press coverage. A London *Times* dispatch summed up the feeling of the analysts in the heading "Mood of Restrained Pessimism". *The Times* story referred to a "series of nagging difficulties across the Canadian business scene".

Most of the difficulties have external causes. But some depend on Ottawa. Delay in granting export licences for natural gas was cited as one. What was more serious, however, was the effect noted by some analysts, produced by nationalistic speeches in Canada. These speeches, they claimed, tend to discourage foreign capital. One of the analysts who met the press at the end of the convention was blunt about it: there was now a very real disenchantment with Canadian stocks among his clients whereas a few years ago they clamored for anything Canadian.

The keynote speaker, Hardwick Stiles, president of the Scudder Fund of Canada —a fund through which Americans can invest in Canadian securities—spoke of a long list of disquieting statements by Canadian officials, and Canadians generally, antagonistic to foreign capital.

When it came to predictions, the analysts professed to see the occasional ray of light through the prevailing gloom.

Stiles' own predictions, for example, were not unduly pessimistic. But he didn't foresee an early boom. What he did expect was that the deceleration of the Canadian economy, relative to the U.S., would continue for one more year after which Canada's growth rate would pick up.

Other predictions offered by the analysts were:

Specific commodity problems could retard Canadian development in the immediate future, but even the most acute of these could be solved in a few years;

Canada had not felt the impact of institutional demand for common stocks as much as had U.S. markets. But growth of demand would probably follow the U.S. pattern;

Assuming continued world prosperity, higher price earnings ratios in many Canadian industries was a reasonable expectation.

Is this "restrained pessimism"? To us it adds up to a pretty satisfactory outlook, and more healthy than a quick boom, with another recession after it.

O Canada

A PRESS DISPATCH in the early part of the Royal tour concerned itself with the fact that when the band in attendance at Gaspe played *O Canada,* the crew of the royal yacht *Britannia* unconcernedly went about their business of getting the vessel under way. This, said the dispatch, was in direct contrast to their rigid position of attention when the same band had played *God Save the Queen.*

The Canadian Press did not comment on this fact. It just reported it. But other writers did comment, some getting highly incensed at what they called an insult to Canada.

But why should Canada feel insulted? Any English sailor recognizes immediately both the tune and significance of *God Save the Queen.* It is his official national anthem. But what is *O Canada?* Even Canadians can't agree on whether it is our national anthem or even our distinctive national song. If we can't decide what it is, why should Jack Tar bother his head?

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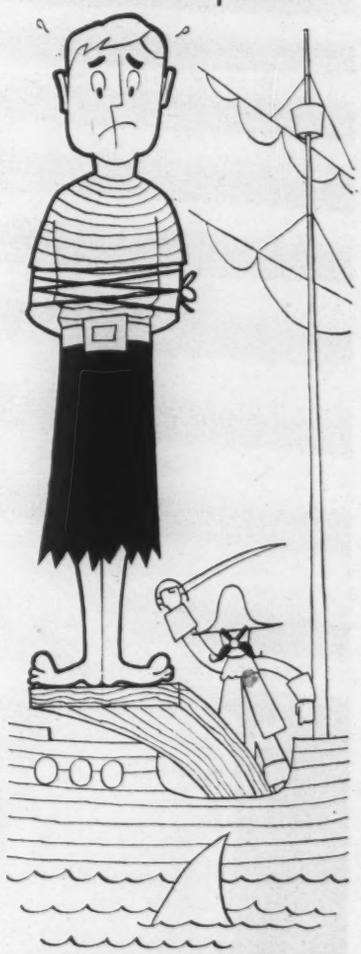

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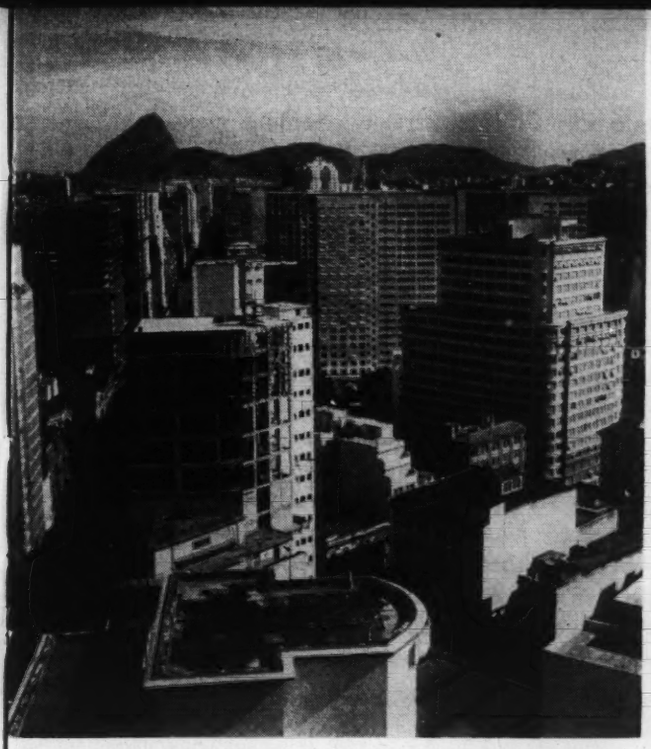


"Negative and depressing" clutter of Rio de Janeiro was important factor that led to choice of interior site for new "Brasilia".

Lack of money is the reason given to explain the slowness with which Ottawa is being revamped into a truly national capital. Brazil has found enough cash to be able to build a whole new city.

Brazil Builds a New Capital

by John Alius

IF YOU CAN imagine a city twice the size of Ottawa being built from scratch in the forlorn Northwest Territories you get a rough idea of what is being done by Brazil.

Less than three years ago, the Brazilians got busy on a new capital, located where there was nothing but virgin wasteland. Yet on April 21, 1960, the administration of the largest of the Latin American nations is scheduled to move from Rio de Janeiro, on the Atlantic coast, to this brand-new city of Brasilia, in the State of Goias.

At present, only two large permanent buildings have been completed in Brasilia, which is a new Federal District being carved out of the hinterland at latitude 15.42 and longitude 47.50. They are the presidential residence (Palacio da Alvorada), and the Palace Hotel Brasilia.

Sites have been marked for federal government ministries, foreign embassies and legations, business and private construction. Work on many structures is going apace.

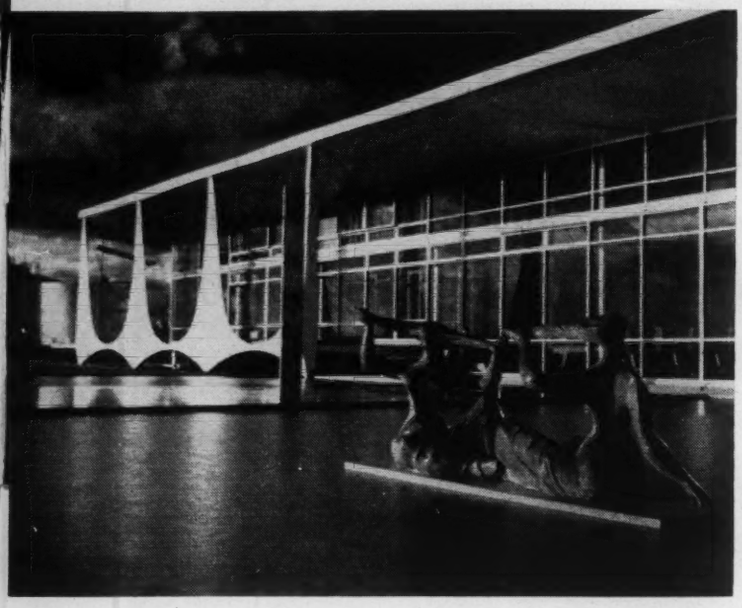
More than three thousand construction workers are on the job night and day, putting up buildings, working on dams and roads, and laying telephone lines, to get Brasilia ready. But construction delays, caused mostly by transport snags, may set the city's official occupation back to January, 1961, when President Juscelino Kubitschek, who is the prime mover behind the new capital, leaves office.

But upset of construction schedules is not dampening Kubitschek's enthusiasm for Brasilia. He has repeatedly stated that he considers construction of the new capital the major accomplishment of his five-year administration. He visits Brasilia several times each month and, while there, signs large numbers of state documents for no other reason than to have them bear the dateline "Brasilia." He always has an aircraft available to send foreign reporters, diplomats, influential Brazilian businessmen, politicians, newsmen and other visitors, to Brasilia, as part of his campaign to make his own people, and the world, more conscious of the new capital.

Brasilia's airport is—except for the fact that it is as yet unequipped with the latest technological landing aids—the best in air-conscious Brazil. Its paved runways can handle any aircraft now being produced.

Brasilia is an expensive project, and Kubitschek has

Brasilia Palace Hotel serves visitors to Brasilia during construction period. It boasts 180 apartments plus rooms.



President's Palace is the focal point of Brasilia. Shown here is exterior of palace designed by native architect.

many adversaries. His opponents charge that while Brasilia is a worthy undertaking, it is being constructed at the wrong time; that the nation's wealth should not be sunk into a new city at a time when expanding industries are hard-pressed for financing and inflation is almost daily shrinking the acquisitive power of the cruzeiro.

Opposition Deputy Carlos Lacerda has charged that public buildings alone, in Brasilia, will cost more than 50 billion cruzeiros (about a quarter of a billion dollars).

But Brasilia construction director Israel Pinheiro says that the building job will cost the government no more than a cash investment of 500 million cruzeiros (about 2 1/4 million dollars). The rest of the expense, he says, will be covered by bond sales. Pinheiro adds that bonds will serve to combat inflation by draining off excess cash.

Actually, no one knows precisely how much Brasilia will cost, or, for that matter, how much it has cost to date. The most reliable estimates are that, so far, U.S. $38 million have been spent on the project.

Pinheiro heads the Commissao Urbanizadora da Nova Capital (NOVACAP) which was established by law to build Brasilia. NOVACAP has already embarked on a bond selling campaign to raise six billion cruzeiros needed to complete construction now underway. And as an incentive to buyers, NOVACAP announced that bondholders will be given first choice of private building sites in Brasilia.

For the time being, the site resembles a hurriedly thrown up labor camp. A dust haze stirred up by brigades of workers veils the site from the air. Hundreds of men scale the skeletons of partly completed buildings while others are shifting tons of earth in grading the city's streets.

Planes come and go on the mile-long paved runway at a remarkable clip. No less than seven national airlines operate into Brasilia already, hauling men and materials.

Much of the construction material used in Brasilia comes in by air, because roads are still rudimentary. A recent purchase of cement by the government showed that it had to pay more per sack for transportation than for the cement itself, because air transport had to be used.

Highways and railroads which will eventually lead to and from the city will cost upwards of four billion cruzeiros before they are completed. One of the highways will run via Brasilia from the industrial centre of Sao Paulo, right through the heart of the nation—and hitherto untracked jungle—to the Amazon river.

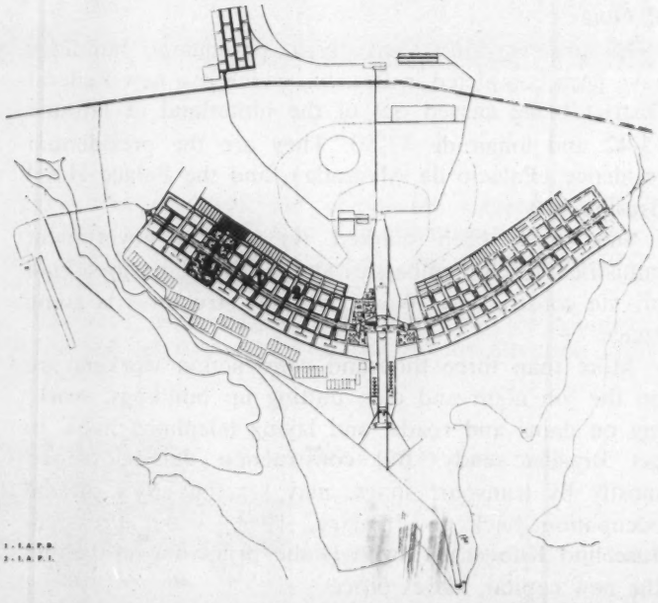
Public buildings scheduled for completion in time for 1960 occupation are: All ministries, the Hotel de Turismo, the Supreme court, the Central Communications Office, and Congress.

Private houses to accommodate 150,000 persons are also to be finished by 1960. The 150,000 people due by 1960, mainly civil servants and their dependents, will be only the vanguard of the city's eventual 500,000 population.

Kubitschek has said that only those civil servants who want to go to Brasilia need take jobs there. Most ministries will retain large offices in Rio, which will remain the principal city of Brazil, if not the capital.

Brasilia is being built according to a prizewinning plan by Brazilian architect Lucio Costa, selected from among 26 projects by an international jury. The plan calls for a layout of 150 square kilometres, in the form of a soaring eagle.

The city will have 108 kilometres of spacious, tree-bordered avenues, and no slums. Green parks will dot the city, which is situated at the confluence of four small rivers—the Torto, Banal, Funde, and Gama. The



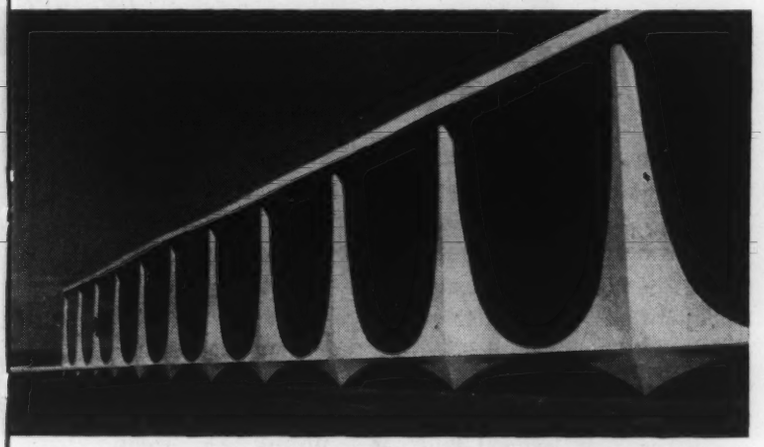
Housing plan calls for 108 kilometres of spacious, treed avenues, no slums, numerous green parks throughout city.

site was picked by American city planning consultant Donald J. Belcher, as best suiting the recommendations of a Brazilian study group which had made the following demands:

"The city should be situated in gently rolling country with varied landscape to relieve monotony. It should be on an incline not exceeding eight degrees to permit gravity drainage without hindering construction. It should dominate the surrounding country. Underground rock should be near enough to the surface for the construction of solid skyscrapers, and deep enough so that gas and sewer mains will not have to be cut through stone."

After scrutinizing more than 8,000 aerial photographs and surveying all reports, Belcher decided that the present site was perfectly suited to the study group's requirements.

The city land and a surrounding tract of 5,800 square kilometres were sold, for a nominal price, by Goias



Spacious, artistic planning characteristic of Brasilia is shown in this view of the exterior of President's Palace.

State to the central government for creation of the capital. The present Federal District, in which Rio de Janeiro is located, will become a new State—the State of Guanabara—when Brasilia takes over as capital.

Brasilia had three hundred years of history before the first ground was turned on the capital in the spring of 1956.

Sixteenth century settlers—Brazil was discovered by the Portuguese in 1500—realized early that the colony they established precariously clinging to the coast, would expand into a great nation with a vast hinterland. And before the century was out, they were urging the mother country to transfer the capital inland where it would be protected from pirate incursions and land-hungry European competitor nations.

During the Empire, Pedro I agreed in principle with an inland shift. But it wasn't until establishment of the Brazilian republic that the first firm step toward the goal was taken. Article three of the 1891 constitution recommended exploration of a 14,400 square kilometre tract of Brazil's central plateau for laying out the new capital, and communications minister Antao Gonçalves de Faria appointed a 21 man commission to study the

Simplicity and beauty characterize design for interior of President's Palace. Emphasis, again, is on spaciousness.

Breadth and sweep of Brasilia plan is caught in design for this church. City will cover 150 square kilometres.

project.

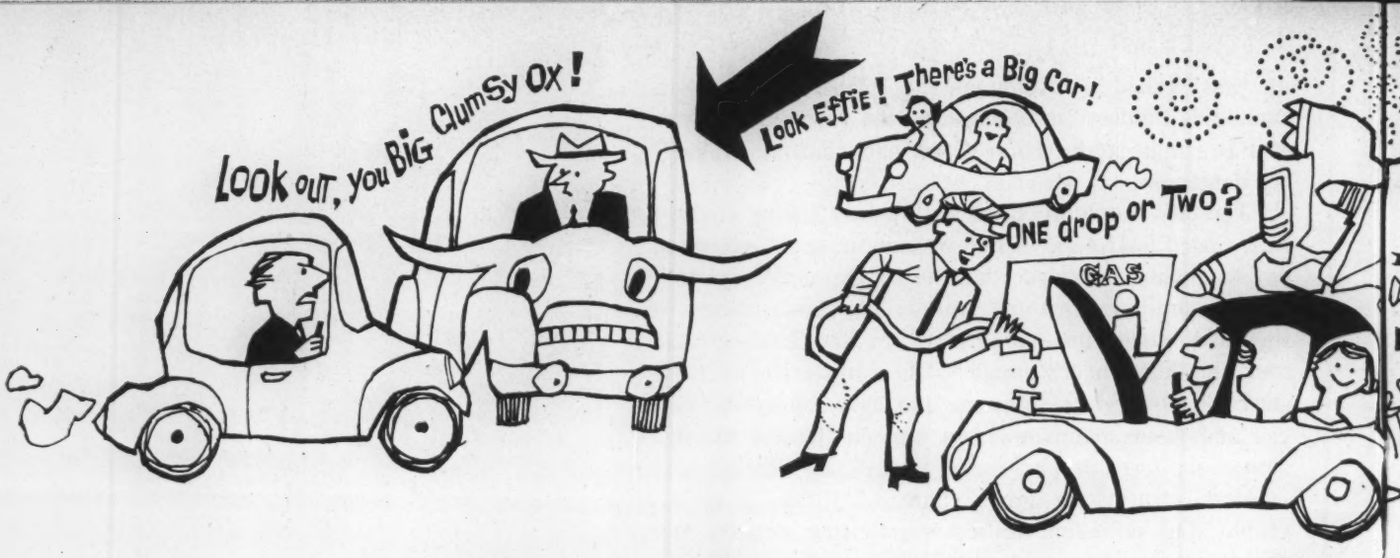
As a result of the commission's first report, Congress invested 200,000 cruzeiros in the Brasilia dream to carry out a more detailed survey. In succeeding years, further credits totalled more than two million cruzeiros, and the 1943 constitution authorized the president to name another group to select the actual site for the capital.

On May 8, 1953, President Getulio Vargas established the Commissao da Localizaçao da Nova Capital—(Commission for Picking a Location for the New Capital) which was later changed to the now-existing NOVACAP.

The motivating idea behind Brazilia has changed with the growth of the nation. While the pioneers thought in terms of protection and isolation, their descendants are thinking of vital expansion. The trek to Brazilia is now considered by its supporters as a trail-blazing caravan which will open up the unpopulated hinterlands to settlement and new wealth. Kubitschek noted, when he signed the decree creating NOVACAP, that the coastal population of Brazil is 15 per square kilometre, while it is less than two per square kilometre in the interior. He said there are six million square kilometres of practically uninhabited territory in the Brazilian heartland.

Pinheiro has said that construction of Brazilia on the Goias plateau will "consolidate the nation." He said Brazil is in danger of splitting into two countries under its present setup — one industrial and one agricultural.

Movement away from the coast, Pinheiro said, will avoid division and settle new agriculture lands to feed Brazil's population of 65 million, which is increasing at a rate of more than one CONTINUED ON PAGE 40



Small Car Fever takes over Big

by Jack

DOES ANYONE REMEMBER the Baby Austin?

It was introduced into this country in the "Hungry Thirties", but in spite of its remarkable economy and its engineering excellence it was laughed off the road. Drivers wanted size and power, not economy.

Other attempts have been made to get our drivers to accept smaller cars. In the early fifties, Chrysler built a "more sensible" car; shorter, with less chrome, and said by many in the industry to be one of the finest cars Chrysler ever built. Chrysler nearly went broke, however, trying to sell it and rapidly switched to the "big package" idea with profitable results.

In spite of these experiences the big car makers are now going over to small car production once again. General Motors is building the "Corvair", Ford the "Falcon", and Chrysler the "Valiant." Studebaker and American Motors are already thriving with the "Lark" and the "Rambler" respectively. The three newcomers will have 108 inch wheelbases, like the "Lark" and "Rambler". (All the small European cars are under 100 inches)

The GM small car is well along in production. It is said to have a six-cylinder, rear-mounted engine. Ford is lagging a little and Chrysler, probably remembering the early fifties, is behind the others, but hurrying to catch up.

- What is behind this trend?

It seems to be what the sociologists call a "grass roots" change, because it has come about in the face of the greatest advertising campaign in history. Suddenly this advertising ceased to be effective: in spite of the millions being spent to sell bigness and power, people started to buy smaller cars.

It is true that the small European cars had already made some inroads on the industry, enough to cause the big car makers to import small cars of their own. But not until this year was the threat considered serious enough for them to get into the fight themselves. The suddenness with which they have jumped into small car production shows that, to some extent, they were caught napping.

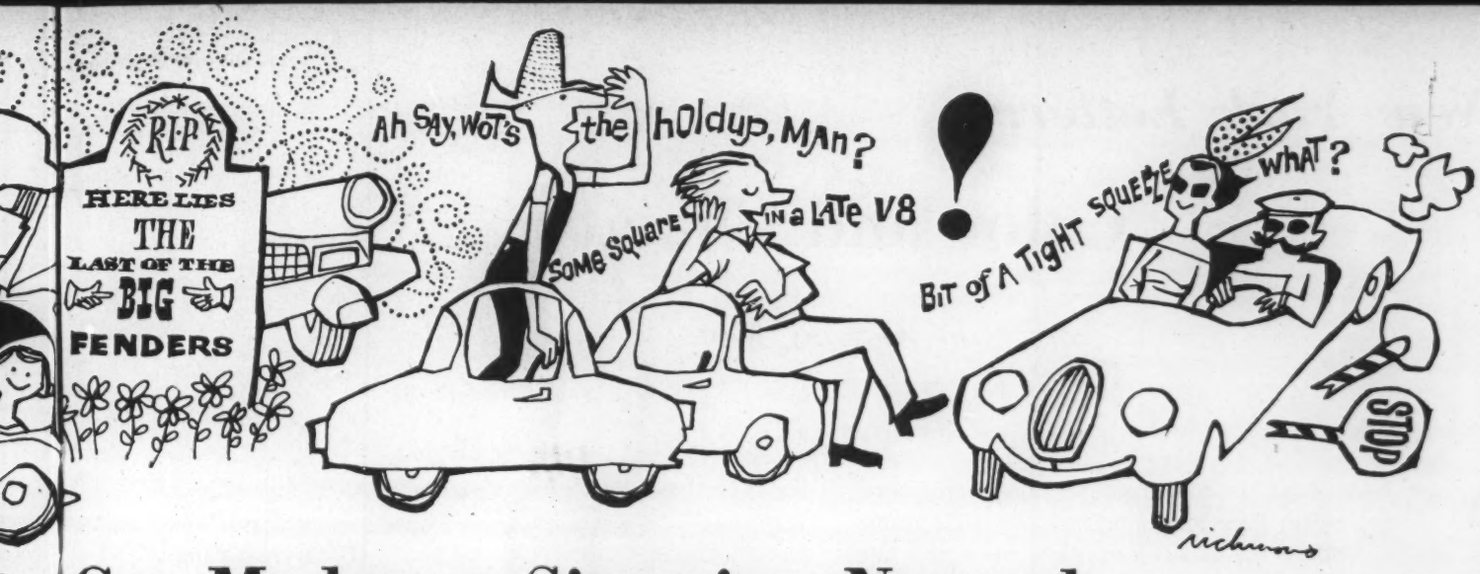
They need not have been. The automotive industry has had its anti-big critics for many years. In 1949 the American Automobile Association made a formal complaint against the industry saying the cars were becoming needlessly big, "more costly to buy and maintain and less useful." In defence, the president of General Motors, "Engine Charlie" Wilson, said that the industry built what the people wanted to buy. In spite of the critics of "Detroit Iron" (who were soon cropping up everywhere) it seemed that Mr. Wilson was right.

Our drivers seemed to be mad to possess, not a car, but the longest, lowest, most garish object that would roll, regardless of cost or function. Psychologists spotted "hidden motivations" in this phenomenon. Dr. I. S. Hayakawa, a psychiatrist, made a typical remark. He said "Cars are psycho-sexual symbols that fulfill men's aggressive phantasies and secret sex dreams."

The car makers latched onto the idea of "hidden motivations" and there followed a period which may become known, historically, as the "decade of automotive madness."

"The people want length? Good! We'll give them cars so long that they won't even go in their garages."

Length created problems which could scarcely be solved by the engineers. Nevertheless, the sales managers got what they wanted. In the Thirties drivers used to talk about "wheelbase" as a measure of excellence. In the "decade of madness" this term had to be dropped, because for practical purposes wheelbase had reached its limit. (The more powerful the motor and the longer the driveshaft, the greater the torque losses). So the driver got "overhang" fore and aft. Engineers prefer the four-point ride, with the payload contained within the wheels, but the drivers paid for projecting, non-functional grilles and bumpers, and so-called "luggage" compartments that were big enough to hold pianos.



ig Car Madness: Situation Normal

Jack Jones

The madness of this trend can be shown by two facts: first, although surveys showed the average payload to be 1.5 passengers and the average trip to be about eight miles, drivers were sold cars that would hold six people comfortably for a trans-continental journey. Second, manufacturers had to produce special shock absorbers with "helper" springs to help overcome the pitch and toss caused by the overhang.

With length people also bought power and a "low silhouette". Power was achieved chiefly by raising the compression ratio to racing car proportions. The result of this was to introduce service problems that were beyond the ability of most of the mechanics available to deal with them. The "low silhouette", among other things, cut down the radiator area so that cooling became a real problem. The whole system had to be pressurized and thermostats became necessary, summer and winter.

To get the cars still lower wheels were made smaller, which served to magnify problems of alignment and increase the rate of tire wear. Still the cars sold in volume.

Perhaps the maddest thing of all was the shape which evolved into what one critic called a "Japanese love boat." The swelling "jelly mould" bodies boosted repair costs so that insurance rates had to be doubled. Even the tail lights were seized upon as symbols of power. They became needlessly big and bright until they became a nuisance on the road. Finally they were set into nacelles and mounted on the festooned rear end as if they were the jet power that actually swept the monsters along.

Thus we had cars that were too long to park, too heavy to steer and too expensive to drive. Behind all this madness the technologists had to keep pace frantically, producing things like power steering, high octane gas and expensive, Rube Goldberg type equipment for the garages.

The soaring costs of such things as operation, maintenance and insurance are easy to measure, but who can measure the cost to municipalities who were trying to cope with the biggest car boom in history? (Passenger car registrations in Canada for 1945 were 1,164,588; for 1959, estimates run over four million.) Think how happy our traffic engineers would be to knock three feet off the length and three inches off the width of each car. They have had no hope until this year.

Whatever the motives behind this madness, they must have been powerful, judging by the price we have paid. But does the arrival of the small car mean we have counted up the cost and cried "Hold! Enough!"? Anyone who has been inside the industry and has observed the willingness of the average driver to pay for "the car he wants to buy" would doubt this.

Common sense has had very little to do with the growth of the automotive industry in the past decade and it is doubtful if it will have much more in the next. The new small cars will not sell for much below the current price of the popular makes on sale right now. We are still a wealthy nation and still able to pay to indulge our whims. It seems that the whims themselves have changed.

Perhaps it is the influence of the European cars which have forced their way into the North American market. This would seem to be logical enough except for two facts: First, these little cars have been available through the entire "decade of madness" and their sales have not been remarkable. From 1950 to 1955 they actually declined steadily from 28,000 to about 22,000. Our drivers resisted the small car (even more so in the USA) until last year. Then everything went crazy. For 1959 the sale of small cars is estimated at about 115,000 which is 25 to 30 percent of the total market.

This is big business and it is the reason why the big three have suddenly swung into the act, and also why the United Auto Workers of Canada are so worried about unemployment if the new cars are built in the United States.

CONTINUED ON PAGE 43

New York Letter:

Color and Charity

by Anthony West

YOUR NEW YORK CORRESPONDENT has lately been visiting picket lines in a somewhat nostalgic frame of mind, recalling the dear dead days when the late Franklin Delano Roosevelt made it seem that the Democratic Party stood for something. The pickets in question were circling slowly round the city block in the seventies occupied by the Lenox Hill hospital, a voluntary institution for succoring the sick which has long chosen to do its godly work on the most fashionable residential street in New York.

Lately the regents of the hospital were bitten by the rebuilding bug which makes all New Yorkers mad sooner or later and they announced a ten million dollar scheme for tearing down their solidly built and perfectly efficient premises in order to erect a stressed-skin extravaganza in the prevailing mode. Modernization and a desire to extend the services offered by the hospital were given as excuses for the performance proposed, and the money presently came clinking in. A perfectly hideous pink and polished aluminum new wing manifested itself on Seventy-seventh street and Park, as modern and as tasteless as all get out.

Adlai Stevenson, devoted liberal. His firm represents the hospitals.

After the whoop-de-doo about this splendid new addition to the city's facilities had died down and the charitable had retired to congratulate themselves on their good works and to deduct their contributions from their income taxes, a pause for reflection ensued. At the end of it a crowd of bedpan cleaners, wall and floor scrubbers, bedmakers, cooks, scullions and furnace men, in fact all those who do the dirty work of running a hospital, came forward into the light of day to say mildly, but firmly: "How about us?"

For years the Lenox Hill, like all other voluntary hospitals, has been saying to its help "we'd love to pay you more, but we just haven't got the money. But you won't let money come between you and the great cause of ministering to the sick, will you?" The help had for years accepted this (many of them are devoted regulars who have been with the hospital for long periods) but the sight of the hospital's building contractors making free with ten millions brought it home to them that they were being a little simple. If there was money for that, surely there was money to raise their wages above the $32-$38 per week commonly lavished on its help by this great charity.

Thirty-eight dollars may be a great deal of money in some parts of the world but it is not a living wage in New York (most workers can do as well by going on relief if they are qualified to receive it), and the people who will take such a subsistence allowance are either desperate or the victims of racial discrimination, negroes and Puerto Ricans—the last in in good times and the first out in bad. The charity, in fact, like all voluntary hospitals in the city, was and still is in the business of exploiting the underprivileged, accumulating capital sums for development by skimping on the wage bills. When the help at last caught on to this they unionised themselves, and after repeated refusals of the boards of management even to negotiate, threatened strike action.

The hospitals then rose in righteous wrath, rather like the famous wife in the anecdote who snatched up her youngest, after having goaded her husband into fury, with the cry of "Hit me then, you coward, with the child in my arms!" Strike against helpless sick people

Violence flared on the picket lines as police clashed with the striking, lower-paid workers in the hospitals.

By appointment, the strikers mixed with a graduating class of medical students and more beating-up occurred.

indeed! A monstrous idea! One moreover which had been foreseen and legislated against, so that it is a Federal offence to strike against a hospital. The hospitals then added threats to their flat refusals to either raise wages or to recognise the union and negotiate.

The situation drifted into a strike, and then into a legal battle with the hospitals invoking every device which their high-powered and highly-paid lawyers could think of to harass the union and the strikers. Some of these lawyers and law firms are, to say the least of it, curiously engaged. Lloyd Garrison, the distinguished liberal Democrat who was Oppenheimer's counsel, looks as odd as representative of the hospitals against the union as does the law firm of Mr. Adlai Stevenson, the two-time presidential candidate of the party of the common man. Nobody, however, can accuse Mr. Wagner, the Democratic mayor of New York, of doing anything untoward in the matter. His conduct has been remarkable only in the sense in which the conduct of the watch dog commented on by Sherlock Holmes was remarkable. "Why, but the dog did nothing," said or cried faithful old Watson, and Sherlock snapped back with "precisely".

Mayor Wagner might have been expected to say something crisp on a matter which affected so many New Yorkers, but he nervously sidled away from all the issues, producing at last a peace plan designed to offend nobody which would have left all the basic questions in dispute untouched so that the whole thing would blow up to plague another mayor in a few years. The full ineptitude of his peace plan was made apparent by the unhappy coincidence which led to its publication being simultaneous with a street brawl between the hospital pickets and the police, in which some of the strikers took savage beatings.

The brawl took place, rather unusually, by appointment. The press agent of the New York Medical College invited the city's papers to send photographers to cover the penetration of the picket line of one of the struck hospitals by an academic procession on its way to a ceremony at which a number of fledgling doctors were to receive their diplomas. Doctors earn the highest average incomes of any American professional group, touching a nice $16,000 per annum in the ordinary way of things, largely because they have the best organised and most ruthlessly operated trades union in the country.

When they saw the column of these richly privileged persons bearing down on them the men and women on the picket line, whose earnings range from $1664 to $1872 per annum, broke into cries of derision and anger, and the ever watchful police seized the opportunity of charging them and beating the tar out of them. The press photographers got their pictures, and remarkably ugly ones they were too. Oddly enough the *New York Times* ran an account in its news columns the next day of how the brawl had been provoked, along with an editorial solemnly telling the strikers that violence would get them nowhere.

The ugly fact behind the refusal of the city, and the supposedly progressive party which runs it, to tell the voluntary hospitals to pay decent wages or to get out of business is that raising money for charity is the most flourishing racket that there is in New York, and that the American Medical Association, the union which makes Jimmy Hoffa and his teamsters look like an ethical bunch of idealists, would fight any scheme to have the hospitals run by the city or the state to the death, as being the thin end of the wedge of socialised medicine. A typical fund-raising activity of the kind which supports the voluntary hospitals is the subscription ball—ladies and gentlemen gather in full fig of evening dress and jewels to spend an evening dining, wining, and dancing, for the love of the sick. They write the twenty dollars they pay for their tickets off their income tax as deductions, contributions to charity; the hotel where the affair is held takes $10-$15 to cover the cost of the food, drink, services, and entertainment it provides, the organisers take $4.50 to $9 to cover their costs, and the fund gets fifty cents to a dollar for the care of the sick.

Mayor Wagner. An attitude like Sherlock Holmes' quiet watchdog.

Some of the most successful fund raisers are still rugged individualists; they run their own permanent organisations and will only

CONT. ON PAGE 43

Research conducted at University of Saskatchewan Hospital (foreground) suggests a new treatment is available to alcoholics.

New Hope for Alcoholics

by Muriel Clements

IN 1952, A SASKATCHEWAN RESEARCH team began working with hallucination-forming drugs (hallucinogens) in a study of the distressful mental disease, schizophrenia. The effects of these drugs are often similar to an alcoholic's DT's. "Alcoholics Anonymous", in its twenty-five astounding years of rehabilitating fellow sufferers, has discovered that when an alcoholic "hits bottom" he is often driven in desperation to seek help. Maybe, said the researchers, DT's simulated by a drug might motivate reform without waiting for the skid-row clincher. The Saskatchewan team therefore launched an experimental program of treating alcoholics with hallucinogens. Paradoxically, when the project was under way it became evident that while the drug might produce something like DT's, it could also produce a profound and beautiful spiritual experience. In the words of one doctor, "we could show them hell — or heaven!" Instead of scaring the alcoholic into mending his ways, it became therapeutically better to inspire him into a new way of life.

The project, assisted by a health grant from the Rockefeller Foundation, is being carried out under the parental eye of the Saskatchewan Committee on Schizophrenia Research. Dr. Abram Hoffer, director of psychiatric research at the University Hospital, Saskatoon, pilots the project. Treatment and observations are conducted by Dr. Colin M. Smith, University Hospital; Dr. Nick Chwelos, Saskatchewan Hospital, Weyburn; and Dr. Duncan Blewett, Munroe Wing, Regina General Hospital; along with the advice and active participation of Dr. Humphry Osmond, superintendent of the Weyburn hospital. The Saskatchewan team also has a working alliance with psychologist Dr. A Hubbard of Vancouver, the first Canadian to use hallucinogens therapeutically for alcoholism.

Two drugs are used in the experiments: a synthetic mescalin, chemically related to the peyote cactus which has been used for centuries in religious worship in Mexico and the south-western States; and LSD-25 (lysergic acid diethylamide), preferred by the researchers because of its stability and more predictable reaction. LSD is a derivative of ergot obtained from a rye fungus, isolated in 1938 by Swiss chemist Albert Hoffman, working for the internationally known Sandoz chemical firm. Hoffman accidentally took some of the compound and "noted a not unpleasant toxic delerium, a kaleidoscope play of vivid colors and a remarkably altered sense of awareness." The fantastic potency of the drug —one gram is sufficient to produce profound changes of consciousness in 10,000 people—has excited psychiatric workers all over the world and sparked a search for related naturally-occurring compounds which may unlock secrets of mental illness.

This is how the Saskatchewan program works. The subject, usually an alcoholic for whom all else has failed, is hospitalized days or weeks before the drug session, and during that time the therapist helps him talk out his drinking problem. His first drug "cocktail"—200 to 400 micrograms of LSD or 0.5 grams of mescalin in a glass of water—will give him an eight to twelve

hour reaction. The therapist never leaves him alone while under the drug's influence, but continues psychotherapy, sometimes borrowing the techniques of hypnosis to implant strong, positive suggestion that he discontinue his drinking. The insight which he gains in this first session may enable him to return home and effectively cope with his problem; he may need further psychotherapy and drug therapy; or he may not be helped at all.

A Bureau on Alcoholism, set up by the Saskatchewan Government in 1953, is the usual door through which an alcoholic is referred to the Munroe Wing or University Hospital for drug treatment. As a general rule, however, the Bureau tries A.A. first and repeatedly before recommending LSD. Taking the drug cold, without having made any serious attempt to lick his problem himself, a man is usually not ready to make constructive use of such a two-edged sword. The Bureau also enlists A.A.'s help in giving needed moral support in the long, lonely "rehab" battle, and providing follow-up statistics for the research studies. Wherever A.A. operates, recognizing the wisdom of attacking on many fronts—diet, rest, medicine, understanding by fellow human beings and faith in God—it has chalked up by far a larger score of recoveries from alcoholism than any other treatments. The A.A.'s have a secret formula for it—T.L.C. It means, "tender, loving, care".

A young alcoholic, treated with LSD at the University Hospital, was advised by the treatment team to contact an A.A. group when he returned to his community. Not wanting to admit dependence, he tackled the come-back alone. Three months later, when the old devil whispered in his ear again, he gratefully cried to A.A. for help and has now become one of its staunchest members.

After a major operation on a perforated ulcer, an ex-businessman was told by his doctor that if he drank again he would kill himself. Like all alcoholics he rationalized, "Doc's just trying to scare me," and hit the skids again. When they brought him to University Hospital he was beyond rationalizing or protesting. One session of drug psychotherapy has put him back into a successful business and so far completely cured his addiction.

A salesman had been drinking uncontrollably since World War II, unable to work for several years and existing on a pension. He showed many features of psychopathy, in fact the therapist suspected mild schizophrenia. LSD seemed to have little effect on him, and a few days after the drug session he was discovered with a hidden supply of rubbing alcohol. After discharge, his drinking habits returned to their vicious, destructive circle.

These are the kind of hopeful and hopeless stories in the Bureau's files. Of more than 400 cases of alcoholism only 40 have been given LSD or mescalin, of which the recovery score is probably about 40%. In a paper to the *Quarterly Journal of Studies on Alcohol*, in September, 1958, Dr. Colin Smith published the first results of drug treatment on 24 "refractory" alcoholics at the University Hospital. Follow-ups varied from three months to two years.

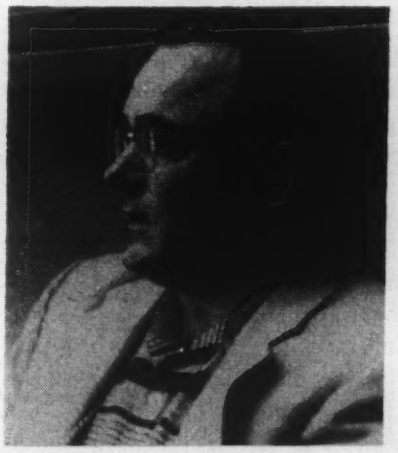
Even at this early stage there can be no doubt that the drugs have performed miracles of healing for *some*

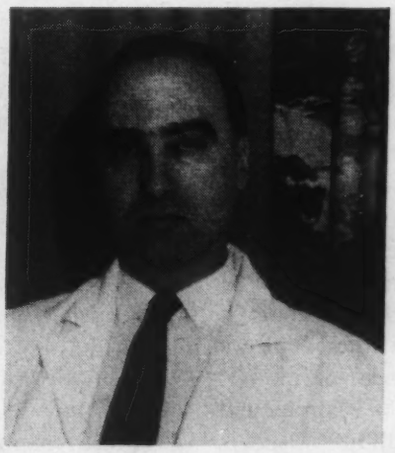
CONTINUED ON PAGE 39

LSD's Record To Date

In the following table, 'much improved' means complete abstinence or drinking only very small quantities; 'improved', a definite reduction in drinking or improvement in drinking habits. Those who showed only temporary improvement are included under 'unchanged'. 'Character disorder' indicates a neurotic who has difficulty with other people. The 'psychopath' shows lack of responsibility, impulsiveness, inability to tolerate stress, and lack of consideration for others. 'Psychosis' includes the severe mental illnesses such as manic-depression, paranoia and schizophrenia.

	No. of Cases	Much Improved	Improved	Unchanged
Character disorder	8	4	3	1
Psycopathy	12	2	2	8
Borderline and actual psychosis	4	0	1	3
Totals	24	6	6	12





Saskatchewan research team has produced encouraging results treating alcoholics with hallucination-forming drugs, mainly mescalin derivatives. From left to right, N. Chwelos, M.D., Doctor Abraham Hoffer, and Dr. D. Blewett.

When PM Macmillan addressed a recent youth rally there was a bedlam of enthusiasm and a beauty queen on the platform.

British Tories Capture the Young

by Charles Taylor

ON BRITISH BILLBOARDS these days, there's a giant picture of a young couple on a picnic—handsome, prosperous and happy. With the picture goes a slogan—"Life's Better with the Conservatives. Don't Let Labour Ruin It."

This slab of Tory propaganda illustrates a striking trend in British politics—the way in which the Conservative Party is cashing in on the bogey of a dour and disaster-ridden Socialism by making an all-out and highly successful pitch to the nation's young.

Whoever wins the coming General Election (right now it's a toss-up), there's no doubt that the Conservative Party is sowing the seeds of future power through the largest political youth movement in the free world. At the same time, Labour's leaders are groping, almost desperately, for a way of bringing fresh blood to their aging ranks.

Youth figures in all Conservative plans. Andrew Bowden, London Chairman, peps up an outdoor election meeting.

According to the lesson of previous generations, the Tories should be tired and complacent after nearly a decade of power, while vigorous and youthful leaders should be pushing the Socialists on to future greatness. But any way you look at them, the facts tell the opposite story.

From the gallery of the House of Commons, the Opposition benches present a vista of heads which are mostly grey or bald. Labour has only 13 M.P.'s aged 40 or under, while the Conservatives have 45. In the 65 and over group, there are 60 Socialists to 30 Tories.

Whatever the result at the next election, this disparity will be heightened. Twice as many Conservative as Labour M.P.'s are retiring and making way for younger candidates.

With youth movements, the difference is even more striking. The Young Conservative Association has a membership of 150,000—the largest youth group this side of the Iron Curtain. On the other hand, the once powerful Labour League of Youth has been disbanded in the face of widespread apathy, and there are only 18,000 members of Labour university and constituency youth groups.

Why? Well, to the experts it seems that most young Britons lack the crusading spirit which led to Labour's victory in 1945. With more money than ever in their pockets, they're seeking the American way of life they see on television and in the movies—a car, a home, a steady job. In other words, security.

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In private, Labour officials admit their failure to capture the enthusiasm and energies of young people is their party's number one headache. Their concern is reflected in a recent series of articles by young Socialists in the left-wing *New Statesman*. The bored title of the series—Should We Help Mr. Gaitskell?—and the content of the articles show there is little in Labour policies to stir the imagination of the young.

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At Tory conferences, the Young Conservatives are entitled to one-third of the seats, while at Socialist gatherings, Labour youth are seldom heard amid the steady stream of trade union leaders and aging party stalwarts.

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In spite of the growing Americanisation of Britain, and the growing desire for security, there's ample evidence that many young Britons would respond to a more radical approach. Thousands showed they were far from apathetic by marching from Aldermaston to London at Easter under the banners of the Campaign for Nuclear Disarmament.

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Young Conservatives operate an out-door recruiting stall. At the left is Peter Kirk, Member of Parliament, Gravesend.

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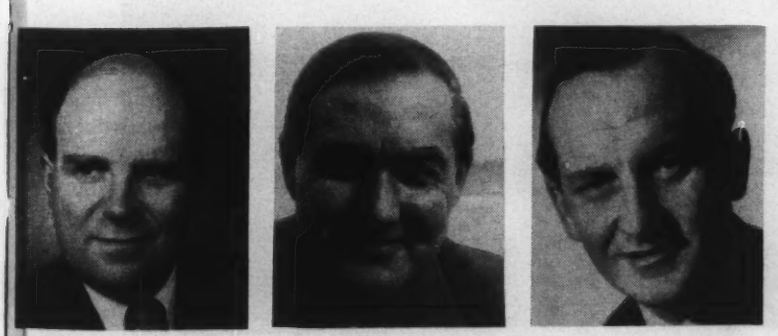

Three young leaders: Iain McLeod, a Tory Minister, James Callighan, Labour and Mark Bonham Carter, Liberal winner.

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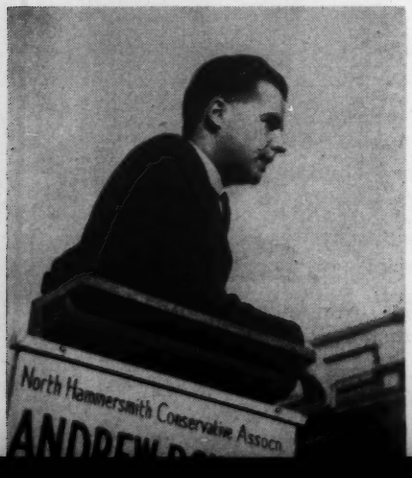

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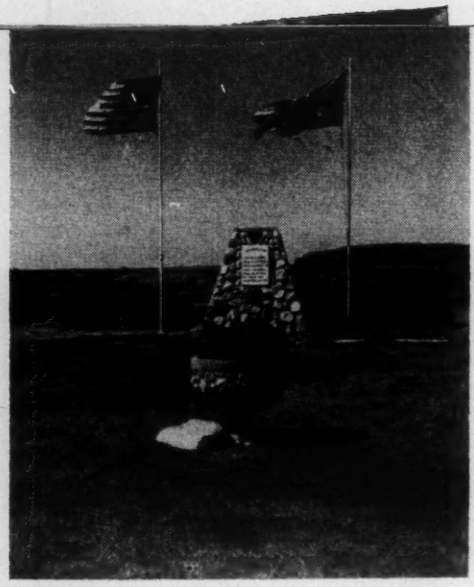
Winnipeg is the largest metropolis between Toronto and Vancouver. Business section borders on the Red River.



Simple cairn in International Peace Gardens marks border of North Dakota, Manitoba.

Manitoba: Keystone

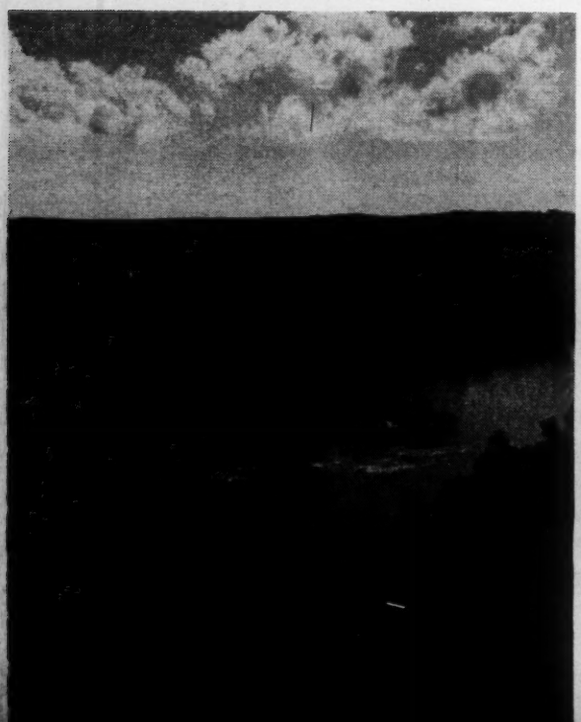
by Hugh G

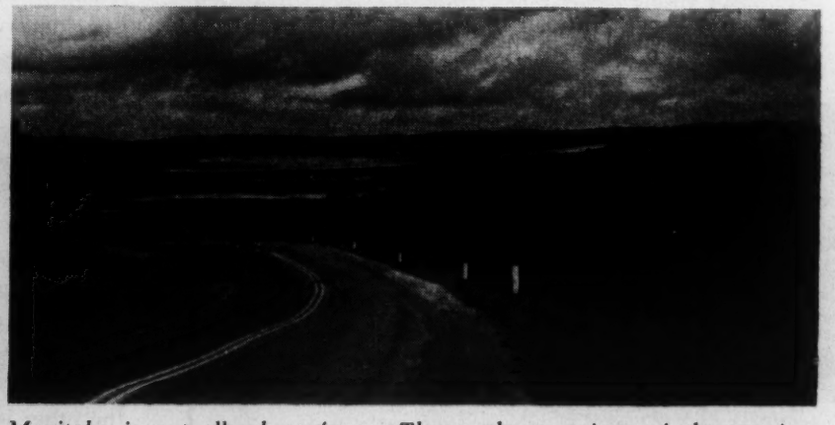
Whiteshell Forest Reserve in the south of province is only one of many delightful recreation resorts close to Winnipeg.

MOST OF THE SIXTEEN-ODD million of us who live in other parts of Canada seldom think of Manitoba as a tourist province. We picture it as a narrow stretch of wheat-growing billiard table, over which we have to pass to get from Eastern Canada to the far West, or back again. It is unlikely that you have ever heard anyone say, "We're going to Manitoba this year for our holidays," yet in diversity of scenery and types of vacation spots it offers the tourist everything from woodland to water-sports, and from Hudson's Bay Company history to cosmopolitan Winnipeg.

Last year more tourists visited Manitoba than there are natives of the province: 1,064,498 visitors as against a population of 860,000. In general they came from the American states that lie within a thousand miles of Winnipeg; North Dakota, Minnesota, Illinois, Iowa and Wisconsin, in that order. The Canadian tourists are more likely to come from Saskatchewan, Alberta and the East.

For a billiard table, Manitoba is a pretty wet one,





Manitoba is not all wheat farms. The southern regions of the province offer good roads and gently rolling country to travellers on wheels.

Souris River district in Manitoba's south-west is a favorite of hunters and fishermen. Upland gamebirds are abundant here.

Manitoba is integral part of Canada's bread-basket. Wheat farms, like this one at Portage Plains, sprawl for miles over flat terrain.

ne Province Holiday

ugh *Garner*

Many experts believe Manitoba offers best Northern pike and bass fishing in Canada. Sturgeon Falls, Winnipeg River.

with more than 39,000 square miles of lakes and waterways marbling the map, and one body of fresh water, Lake Winnipeg, bigger than Lake Ontario. It is no exaggeration to say that there is every kind of fishing in the province from walleyed pike to whales, for Manitoba has a salt-water shoreline along Hudson Bay, where the white whales (belugas) are hunted for their oil, used as a precision-instrument lubricant.

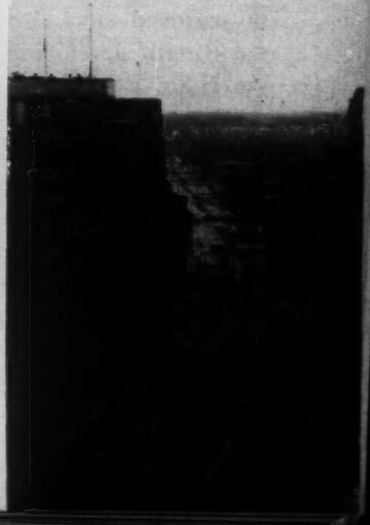
The fresh water lakes and rivers attract the fishermen with northern pike and walleye, lake and speckled trout, and small-mouth bass in the south, and Arctic grayling and Arctic char in the north. Last summer, northern pike up to 28 lbs. 12 ozs. were entered in the contest for Manitoba's Master Angling Award. Other prize-winning catches were: walleye pike (pickerel) up to 12 pounds, lake trout up to 42 pounds, rainbow trout 6-3/4 lbs., and smallmouth bass up to 4 pounds and a half. We mustn't forget either that Manitoba is the home of the Winnipeg goldeye, one of Canada's

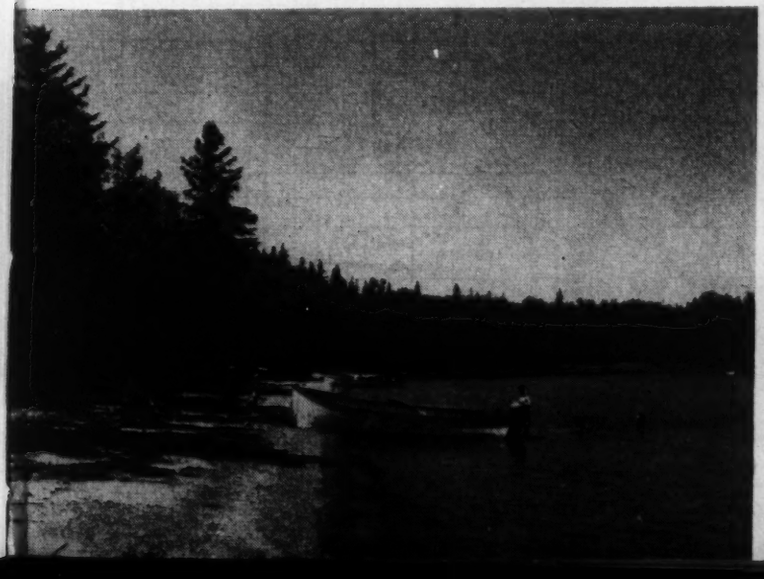
CONTINUED ON PAGE 40

Classic beauty of Manitoba's Legislature makes it Winnipeg's outstanding building. Atop the dome is famed Golden Boy.

A Cree child and Husky dogs at The Pas serve to remind of Manitoba's history-ridden past.

Looking south on Winnipeg's Main Street. City's broad avenues are widest in Canada.





Manitoba is a watery province, boasting more than 39,000 square miles of lakes and rivers.

Canadian Stocks Static As New York Zooms

by R. M. Baiden

THERE ARE FEW AXIOMS in the securities business. But one that has endured boom and bust alike is that Canadian stock markets inevitably and always follow New York's lead. When New York boomed, we boomed; when New York slumped, we slumped. Now something has gone wrong. New York is booming while we mark time.

From the beginning of the big bull market in 1954, through the slump in 1957 and then through the recovery of 1958, Canadian markets tagged along with New York's. But from the latter part of 1958 and, more noticeably, through the first half of this year we have steadily fallen further behind.

The reason is strikingly simple, but the implications are not. The reason is that Americans just aren't interested now in Canadian securities. U.S. speculators want action—action they can get with missile stocks, electronics and similar speculative lures of the "space age". Canadian markets cannot offer competing attractions. Lead, zinc and copper seem dull and prosaic beside rockets, satellites and space ships.

What has happened, in short, is that New York has captured the speculative market from Toronto. Instead of chasing New Consolidated Moose Pasture, U.S. speculators are panting after the latest hopeful in the rocket race. And, just as the speculative fever spread from the mining "cats and dogs" of Canadian promotions to seasoned stock, so is the pattern developing in the U.S.

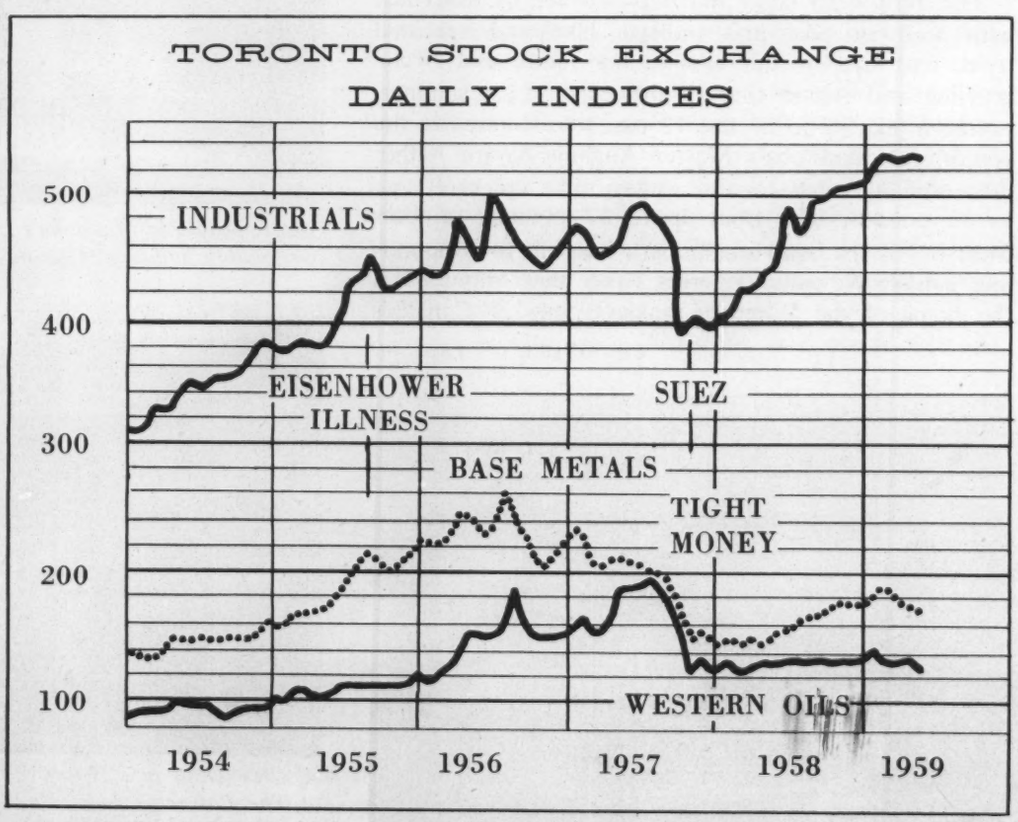
High-energy fuels, for example, are high up on the list of speculative favorites. Scores of companies have a stake of some sort in the search for more efficient rocket fuels. Consequently the speculative fever infects such unlikely bedfellows as Thiokol Chemical, Stauffer Chemical, Union Carbide, American Potash, Chemetron, Olin Mathieson, Aerojet-General, General Dynamics and North American Aviation.

Certainly this is speculation of a most sophisticated sort. But it is speculation nonetheless—as the New York Stock Exchange has been saying pointedly for the last few months.

Perhaps the best summary of this U.S. attitude was given recently by an international market speculator:

"Americans want action now; they're interested in trading, not investing and that's why New York's so busy. The market's reached the stage now with prices so high that it's just a matter of stock changing hands. There's no value in any of the old terms. It's a matter of you not being the last person to hold it when the market goes down."

But Americans aren't the only ones taking a fling on New York. U.S. brokerage houses report an increasing flow of Canadian funds to the New York



Marked U.S. disinterest in Canadian securities this year shows up in indices.

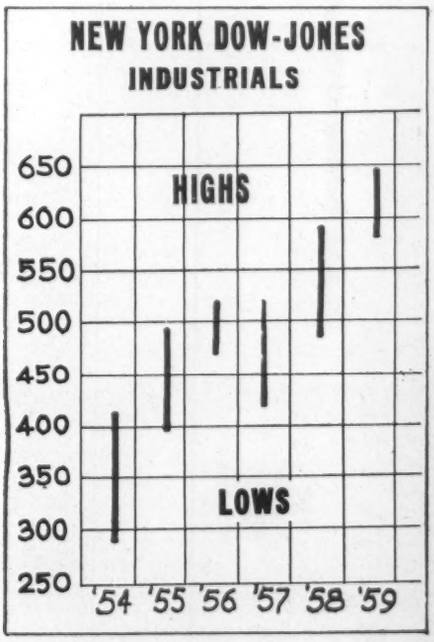
market. (The Toronto office of a large U.S. firm recently undertook to place $1,000,000 for a Canadian client who had liquidated his entire Canadian portfolio.) This flow to the U.S. market is composed of both private and institutional money. A number of Canadian insurance firms, for example, are said to have stepped up their investments through New York. (These deals, incidentally, are rarely handled through brokerage offices in Canada. The insurance firms telephone their orders directly to New York dealers.)

The effect of this disenchantment with the Canadian market is reflected clearly in the action of the Toronto Stock Exchange indices. As the following table shows, Toronto industrials have failed to gain anything like their New York counterparts.

	TORONTO Industrial Index		NEW YORK Dow-Jones Industrials	
	Points	%	Points	%
Gain from 1957 low	150	39	224	53
Gain from 1956 high	34	6.1	122	23
Gain from 1958 year end	22	4.2	57	9.8

Toronto base metals and western oils have fared even worse. From an index value of 174.47 at the end of 1958, metals this year rose briefly to a high of 192.15 and then slid back to about the 174 level. Western oils closed last year at 135.00, climbed to 145.22 and then slumped to about 121.

But the indices don't tell the whole story. In fact some Toronto financial analysts feel that in the present market they don't tell a quite accurate story. The market as a whole, they contend, is quite



By contrast, New York has boomed.

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a bit lower than the indices show. The reason is that, in the case of industrials, half of the 20 stocks used to compile the index are interlisted on either the New York or American stock exchange. Because of this interlisting, these stocks have been carried along, to some extent, with the heady current of U.S. speculation while the rest of the industrial board —which the index is supposed to reflect —has been ignored by U.S. speculation. The same contention holds with base metals and western oils.

(An apparent statistical paradox is that while industrial, base metal and western oil indices have, on balance, declined so far this year, the quoted value of all listed stocks has gained about $1,000 million to around $50,624 million. The explanation lies in the rise in value of two U.S. giants — General Motors and Chrysler — listed on the Toronto board but not, of course, included in the index.)

While Canadian markets have been bypassed on the main flow of U.S. speculation, they haven't been entirely quiet. Gold issues have attracted sporadic interest while base metals have seen some interesting promotions. Among the most notable here have been Orchan which caught attention with a small base metal (lead-zinc) play; Can-Erin which caught on in a brief flurry of interest in coppers and New Mylamaque which is attempting to parlay a large low-grade iron ore deposit near Kingston, Ont. into a steel industry.

However, what may well be the most significant mining stock promotion had nothing to do with mining at all. Elder Mines Ltd., a producing gold mine, skyrocketed from 80 cents to a high of $2.13 on the basis of interests in the Florida land boom. It is reported now to be getting into the California land boom.

Among industrial stocks, the most successful promotion has been Arcan Corp. Ltd. which soared from $1.50 to around $8 amid a sea of rumors of mergers, takeovers and so on, none of which, to date, has been confirmed. Here again, U.S. interests were active.

Oil and natural gas stocks have been inactive. Uncertainty over government policy following the First Report of the Borden Royal Commission has not been dispelled by recent Energy Board legislation. In addition, the inevitable process of consolidation which sees numerous smaller companies absorbed into bigger, more efficient units, is continuing inexorably. More than ever, action in this section of the market will depend on heavy U.S. interest.

Then what is the overall outlook for Canadian markets? At the moment, it's not particularly favorable. But there are signs of a change for the better.

To begin with, Canadian markets will not pick up substantially until U.S. money returns. We cannot compete now with the speculative attractions of the U.S. market. We never did compete for investment money. About all we can do is wait for the Americans to become a bit disenchanted with their missile and rocket stocks, to realize in fact that they are bidding prices too high. They may then realize that, comparatively, there are bargains available here.

There are increasing indications that Americans are beginning to come around to this point of view. But so far the result has not rebounded to the benefit of Canada. Instead, more U.S. money is flowing to European investments and speculations. There is little doubt that Europe, with the initiation of the Common Market, is emerging as a strong competitor for U.S. funds.

Working in Canada's favor is the vast investment by U.S. industry in this country and the pressure for expansion. U.S. brokerage houses and investment advisory services have begun recently to view Canadian securities with renewed favor.

But for the time being, this is little more than whistling in the dark. The simple truth is that the American speculator is having the time of his life at home. He just doesn't need, or want, what we have to offer.

Days of hectic trading are just a memory for Toronto's Stock Exchange.

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Born in 1909, studied at the Ontario College of Art, Toronto. Elected Associate of the Royal Canadian Academy of Art in 1937, Member in 1945. Twice winner of the Jessie Dow Prize.

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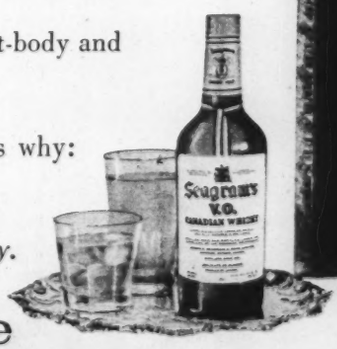

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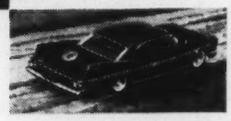

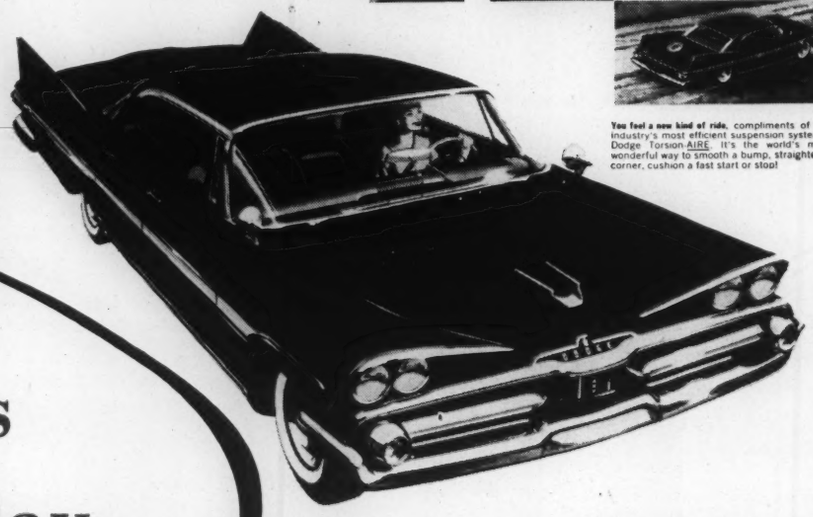

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Ottawa Letter

by Edwin Copps

Hees—A Jolly Good Fellow

A CONSTANT CAUSE of chagrin to the Liberal opposition in this Parliament is the steady good performance of Transport Minister George Hees. Ever since that dreadful election day in 1957 when their 22-year reign ended, the Liberals have been relishing the prospect that in his first try as a cabinet minister the husky, handsome Toronto Tory would fall flat on his well-chiselled face. But much to the scoffers' amazement, Hees has remained steadfastly erect, bounding from one new challenge to the next, meanwhile building up prestige as one of the ablest members of the Diefenbaker Cabinet.

In past governments, the Transport ministry has not always been a heavyweight portfolio. But during Hees' two-year tenure it has been a major assignment. The St. Lawrence Seaway still was a long way from completion when he took over. And there was the pressing but long-postponed decision to be made about Canada's commercial aviation policy and the transcontinental monopoly held by the government-owned Trans Canada Airlines.

Hees got the big seaway project finished on schedule and coped with the inevitable and numerous traffic headaches which developed when the new route opened for business. With similar aplomb he settled the long hassle over transcontinental air routes, granting limited east-west rights to Canadian-Pacific Airlines so that the public will get added, and probably improved, service without cutting drastically into the revenues or operations of the publicly owned TCA.

Hees' latest and toughest political challenge was the widely-publicized Pallett case, an obstacle that might well have tripped a less nimble minister. The land deals that were to blow up later into one of the hottest controversies in the current session of Parliament were one of the first items of business Hees was called upon to handle when he took office in the Transport department. His Liberal predecessors had expropriated a number of private properties from war veterans in Ontario's Peel Township for the expansion of Toronto's Malton Airport. Fourteen of the expropriations had been hanging fire for nearly three years, with the owners holding out for higher prices than the government appraisers had put on their properties. Hees had barely settled at his desk when John Pallett, the Peel Township Tory M.P. and a longtime friend, confronted the neophyte minister with a request for a review and a more favorable settlement of his constituents' land cases.

Under the circumstances, considering his inexperience in the office and his long political kinship with Tory Pallett, Hees might easily have fallen into the trap of excessive generosity or political partisanship. But, as his correspondence with Pallett was to reveal later, he demonstrated at once that rare ability to walk the narrow line between personal considerations and ministerial responsibility. Hees agreed to reconsider the prices offered by the Liberal administration for the Malton land, but only on the basis of new valuations to be made either by the Exchequer Court or an independent appraiser. He told Pallett bluntly: "Otherwise the veterans might feel that they had been unfairly treated; or, alternatively, the Department could be accused of being wasteful of the taxpayers' money by giving in to unreasonable demands."

The question later arose whether the independent appraiser whom Hees agreed to appoint did in fact remain independent. With what may have been understandable concern for his constituents' interests, Tory Pallett reportedly made the grave error of urging the appraiser to "be as generous as possible" in setting his prices on the expropriated land. It was when this alleged tampering was described in an Exchequer Court decision that the so-called Pallett case broke in an uproar in the House of Commons.

The Liberal Opposition did its utmost to spread the blame for misdeeds or misjudgment to the supposedly vulnerable Minister of Transport.

It was then that Hees produced his correspondence with Pallett and proved his own careful and judicious handling on the land deals from the outset. And he did not stop at clearing his own name. The minister from whom the Opposition expected only embarrassed silence put up the strongest and most sensible defence of his Tory colleague that was made by any member of the government.

"There was nothing out of the way," said Hees, "in the course of conduct of the Hon. member (Pallett) as the Leader of the Opposition is trying to imply . . . He is a very conscientious member of Parliament and was striving only to see that his constituents got a fair deal . . .

"Hon. members opposite in the Leader of the Opposition's party find it very difficult to understand how a conscientious member of Parliament operates. Members of the party to which he belongs are not interested in doing a thorough, conscientious job for the little, ordinary people in their ridings, people who need help, the small people who are very often pushed around by the bureaucrats.

"The hon. member for Peel believed that during the previous three years, 1954, 1955 and 1956, before we came into office, these people had been pushed around. Rightly or wrongly, he was con-

"The lion will come out if provoked!"

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vinced. As a conscientious member of Parliament he came to see me and said 'I am convinced that these people are not getting a square deal; these valuations are too low and I would like to see a further independent valuation to see what it comes out at'. I replied that I considered this a reasonable request and said we would have an independent valuation, and that is the reason we had it.

"I want to tell my hon. friend this. The very fact that he and those in his party have difficulty in understanding the conscientious effort of the hon. member for Peel emphasizes what is one of the main reasons why we are sitting here and the Leader of the Opposition and his supporters are sitting on the other side of the chamber. The reason is that the Liberal Party forgot the little people of this country. That is why the Leader of the Opposition and his party are going to sit on that side of the chamber for quite a while."

Such vigorous and angry political talk revealed the tough and pugnacious streak in the Hees character, a trait that is usually kept well concealed from public view. Ordinarily, Hees is one of Parliament's jolliest members, tossing quips across the middle aisle of the house, answering questions courteously, beaming broadly, and generally conveying the impression of a man who does not take political life too seriously.

This affable manner undoubtedly makes friends and wins votes for Hees on the hustings, and probably accounts for the fact that his majority in his Toronto-Broadview riding has mounted steadily since his first election in 1950. But in Ottawa, where the prevalent concept of the proper Tory manner is the wing-collar severity of R. B. Bennett or the psalm-singer mien of John Diefenbaker, the cheerful friendliness of Tory Hees has been widely mistaken for light-headedness.

George Hees is gradually correcting that false impression and proving the point that a good fellow can also be a tough politician and a first-rate cabinet minister.

Hees: Pugnacious streak revealed.

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Books

A review by John A. Irving

Liberalism in Alberta

Since 1921, the old line parties have been of little importance in Alberta politics. Lewis Thomas in a searching new analysis tells why.

L. G. Thomas: Scholarly patrician.

IN THE ALBERTA provincial election of June 18 the Liberal and Conservative parties experienced almost total defeat by a third party for the tenth time in succession. What has been the basis of the attraction of third parties for the Alberta electorate during the past forty years?

Previous attempts to answer this question have emphasized the rôle of economic factors. Certainly, the economy of the Prairie Provinces is peculiarly vulnerable. This extreme vulnerability has been partly responsible for the rise of protest movements such as the United Farmers of Alberta, the Wheat Pools, Social Credit, and the Co-operative Commonwealth Federation. Since the days of Henry Wise Wood, Alberta's farm leaders have been keenly engaged in discussing economic problems. The rise of the U.F.A. to political power in 1921 and the victory of Social Credit in 1935 may be interpreted as the more spectacular results of fifty years of such discussions.

In his just published book, *The Liberal Party in Alberta*, L. G. Thomas adds a new dimension to our understanding of the long-enduring bias of Alberta's politics. Instead of analysing later protest movements, Thomas concentrates almost entirely on the rôle of the Liberal and Conservative parties in Alberta during the formative years of the new province between 1905 and 1921. Written in the restrained style of a scholarly patrician from southern Alberta, the book contains such a fascinating account of the drift toward inevitable disaster of both the old-line parties that, although I was fully aware of the dramatic climax which occurred in 1921, I found it almost impossible to lay the book down once I had started to read it. The story of Liberalism and Conservatism in Alberta has something of the compelling character of a Greek tragedy.

As soon as Alberta was formally constituted a province in 1905, the Liberal government of Laurier at Ottawa appointed a Liberal as Lieutenant-Governor, and the latter immediately called upon another Liberal to form a government. In the ensuing provincial election the first Premier, A. C. Rutherford, reduced the opposition to the lowest figure it was destined to reach until Premier Manning's smashing victory two weeks ago. The Conservatives were, however, able to mount a genuine opposition after the election of 1909, but this advantage was soon dissipated through their lack of leadership, and they have never held power in Alberta—a situation unique in Canadian provinces with the exception of Newfoundland. If the Conservatives appear in Thomas' dramatic story merely as a weak and ineffective opposition party, there is more than a suggestion that the Liberals would have fulfilled a similar rôle had a Conservative government been in power in Ottawa in 1905.

Having attained power in 1905 through an accident of history, why were the Liberals defeated so decisively by the U.F.A. in 1921? Why have they remained a negligible factor in Alberta politics for nearly forty years? Why were the Conservatives unable to seize the initiative from the collapsing Liberals in 1921? Why did they, like the Liberals, suffer such a decisive defeat on June 18? Thomas answers only the first of these questions directly, but his book provides historical perspectives for sound answers to the other three questions as well.

The first task of the Liberal government of Alberta in 1905 was to integrate the political, legal, and educational institutions of the preceding territorial epoch into the new provincial framework. That the transition from one governmental form to another was carried out so efficiently is a tribute not so much to Liberal leadership as to the viability of democratic institutions.

The Liberals were much less successful in responding to the demanding challenges of the expanding community. After winning his second election in 1909, Rutherford attempted an adventurous solution of the railway problem that had developed owing to the great influx of immigrants from Europe, including Sir Clifford Sifton's "men in sheepskin coats". On what was clearly inadequate, as well as unsound, advice, the premier gave a charter to a group of promoters (which included two American bankers and a Winnipeg accountant) to build the Alberta and Great Waterways Railway.

The financial operations of the promoters of the proposed line were so unsatisfactory, if not so unsavory, that Rutherford was faced by a widespread revolt within his own party. Thomas makes it clear that the Liberal party in Alberta was saved from disaster at this stage only by the intervention of its federal leaders. Rutherford was replaced as premier by Arthur L. Sifton, who resigned as Chief Justice of Alberta to salvage his party's fortunes.

Until he joined Borden's Union Government in 1917, Sifton ruled the Alberta Liberals with an iron hand. But the party never really recovered from the Alberta and Great Waterways crisis of 1910. Indeed, as Thomas interprets it, this is the critical episode in the political history of the province.

The impact of this crisis on the old-line parties was multivalent. It laid bare and

IF YOU HAVE A TASTE FOR GREAT SCOTCH IT'S WHITE HORSE OF COURSE!

accentuated the factional and sectional cleavages within the Liberal party—cleavages that have survived to the present day. Then, too, the necessity of federal intervention in 1910 set a dangerous precedent that has bedevilled nearly every provincial Liberal leader in Alberta for the last fifty years. One naturally speculates, in this connection, as to how far Harper Prowse's decision last year to resign the Liberal leadership in Alberta was motivated by the interference of federal leaders of his party.

The failure of the Conservatives to take advantage of the Liberal weakness after 1910 profoundly disillusioned the Alberta electorate regarding the efficacy of the party system. Finally, the debts left behind by Sifton's railway policies (by which he hoped to distract public attention, at least to some extent, from the fiasco that had brought him to power) had a disastrous effect upon provincial finances until the Social Credit government came to power in 1935. After sixteen years of ineffective Liberal rule, accompanied by sixteen years of pusillanimous Conservative opposition, it is not surprising that a majority of the people of Alberta came to feel that they had no further obligations to the old-line parties.

Premier Manning, who has long understood the significance of the Liberal and Conservative traditions in Alberta better than any of his political opponents, made full use of his knowledge in leading the Social Credit party to its seventh overwhelming victory. By contrast, the election campaign of both the Liberals and the Conservatives indicated, once again, that they had learned nothing and forgotten nothing.

Thomas is to be congratulated for the skill and clarity with which he has depicted the interplay of the political factors that led to the dissolution of the traditional party system in Alberta in 1921. We now have available, for the first time, a carefully documented and altogether objective account of the political history of Alberta prior to the transformation worked in political conditions made by the U.F.A. movement.

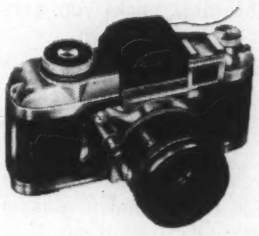
Even more commendable is Thomas's searching analysis of the inability of the Liberals and Conservatives to deal constructively and creatively with the new social and economic forces that emerged during and following the First World War. Among these new forces were the prohibition movement, the militant demand for women's suffrage, the wheat marketing problem, and the post-war recession which became evident after 1920.

Faced with these new forces, and sadly demoralized by the split over the Union Government controversy of 1917, the Liberals struggled to hold on to power at any cost. Confronted with the floundering Liberals, the Conservatives had no other objective than to gain power at any cost.

"The Swiss Watchmakers' Camera"

No. 2 (to be continued in the August 1 issue)

by Georges Caspari



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covers the broad field of the modern Canadian business and professional man's interests, both in economics and in national and international affairs.

As the war receded into the background, it became increasingly clear to Alberta's farming community that the U.F.A. movement, rather than the old-line parties, held the best hope for the future. Thomas reveals the amazing extent to which Charles Stewart, who had succeeded Sifton as Premier in 1917, sought to contain the rising farmers' movement by means of acquiescence and compromise. But the U.F.A. was too dynamic and its leaders were too astute to be lost amidst the sands and shallows of official Liberalism. With the decision of the U.F.A. to enter politics, the doom of the traditional party system in Alberta was sealed. The election of last June 18 demonstrated that not even a resurgent and powerful federal Conservative party could pay the price of redemption.

The Liberal Party in Alberta, by L. G. Thomas—pp. xxi, 230—*University of Toronto Press—$5.50.*

Swedish Coolness

The People of Hemso, by August Strindberg — pp. 220 — *Clarke, Irwin — $3.25.*

THE PEOPLE in *The People of Hemso* are fishermen and farmers who supplement the produce of an unpredictable sea and an unfertile shore by hunting wildfowl and catering to summer visitors. It was as the latter that Strindberg knew the area, which consists of outer islands of the Stockholm archipelago. Recollected with pleasure later in his turbulent life when the rest of the world was, as it often was for Strindberg, dust and ashes, his stay amongst these genuine but rascally people was transmuted by his imagination into a tough rural story.

Having set his scene with care and expert knowledge he peoples it with rustic figures which any reader of Thomas Hardy will recognise immediately. They are not Rousseau's noble savages, but men, as city men are, with perhaps more native craft and shrewdness but certainly with less hypocrisy and a smaller capacity for self-deception. Their lives and the action of the plot is governed not by mechanical means, but by the slow cycle of the seasons, the sea brooding over all as solemnly and savagely as Egdon Heath does over Hardy's Wessex.

After a clutter of city novels *The People of Hemso* is a cooling draught. Sparely written, tautly told, the tale obviously springs from a deep knowledge of and love for the country and its denizens.

Translated competently by Elspeth Harley Schubert, *The People of Hemso* is a welcome addition to the works of Strindberg available in English. L.S.

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Montreal, June 22, 1959.

Chess

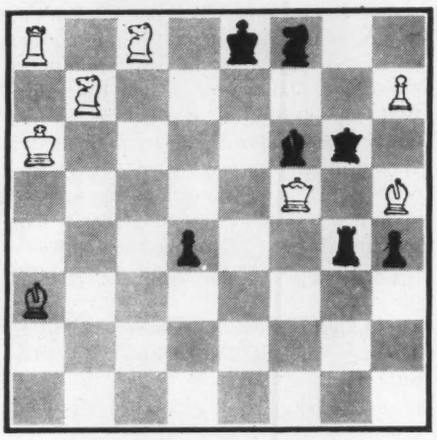
by D. M. LeDain

AGNES STRICKLAND, in her "Life of Queen Elizabeth", recounts: "De Foys, as soon as he heard the Queen of Scots had resolved on the marriage with her cousin Darnley, went to Elizabeth with the intention of defending Mary; he found the Queen at Chess, and said, profiting by the opportunity of introducing the subject, 'This game is an image of the words and deeds of men. If, for example, we lose a pawn, it seems but a small matter, nevertheless the loss often draws after it that of the whole game.' The Queen replied: "I understand you, Darnley is but a pawn, but may well checkmate me if he is promoted.' After these words she left off playing."

White: C. Schlechter, Black: N.N. 1.P-Q4, P-Q4; 2.Kt-KB3, B-B4; 3.P-B4, P-QB3; 4.Q-Kt3, Q-Kt3; 5.PxP!, QxQ; 6.PxQ, BxKt; 7.PxP!. B-K5; 8.RxP!, RxR; 9.P-B7! and will promote.

Solution of Problem No. 221 (Dobrusky). Key, 1.Q-R8 (threat Q-Kt8ch), BxR; 2.Q-R8, PxP; 3.Q-R1, KxR; 4.Q-R1 mate.

Problem No. 222, by G. Guidelli. White mates in two. (8 + 7)



Puzzler

by J. A. H. Hunter

"WHAT'S THAT you've got?" asked Tom, when his son came in with a parcel.

"Soldiers, Dad," replied the boy excitedly. "Special ones at 8c, 15c, and 20c each. They just took the three bucks you gave me."

For some moments Tom amused himself scribbling on the back of an envelope. "How many did you buy altogether?" he asked.

Peter told him the total, and he went on scribbling. But Tom found it quite a problem. "I still can't figure out how many you bought of each," he declared. "Was it only one at one price?"

"No, Dad," said the boy, and that enabled Tom to solve his problem. What do you make the details of Peter's purchase? (104)

Answer on page 44.

Don't Rush It!

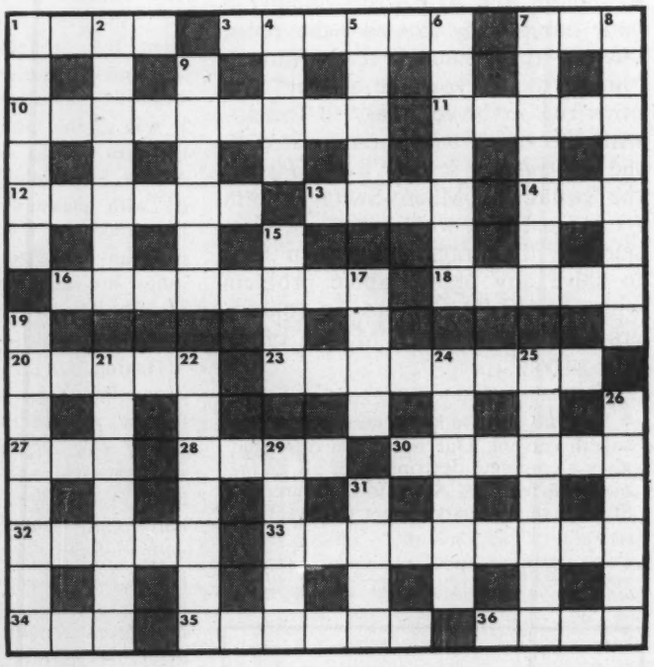
by Louis and Dorothy Crerar

ACROSS

1, 14. Poe's poser. (4, 3)
1, 18. They help to digest rich food, no doubt. (4, 5)
3 Some in the circus may be fakers. (6)
7 Uncertain erasure? (3)
10 Not to be eaten in the dark? (5, 4)
11 This game calls for a lot to get together. (5)
12 Mathematician who confused Il Duce. (6)
13 A capital solo? (4)
14 See 1A
16 See 5
18 See 1A
20 Was this ensemble paid with pieces of eight? (5)
23, 1. But British sovereigns were not always this well behaved. (2,4,2,4)
27 It's strange Midas kept only one concealed. (3)
28 Really Spanish money. (4)
30 See 1D
32 A 27 going back to nothing? It's the end! (5)
33 Contains dessert, perhaps, edged with fish. (5, 4)
34 See 5
35, 22, 8, 1. Old song possibly viewed with dismay by an aging blonde. (6, 7, 5, 3, 4)
36 See 5.

DOWN

1, 30. The defrauding of Jason? (6, 6)
1, 31. Midas' reign might have been so termed. (6, 4)
2 It's reasonable to assume it is so. (7)
4 A 28 dance by the sound of it. (4)
5, 34, 1A, 36, 16. What many a Yukon prospector realized, to his disappointment. (3, 2, 3, 4, 4, 8)
6 Street vendors do, yet may still have some wares left. (4, 3)
7 Tea tables always have something that is. (7)
8 See 35.
9 In this sense of the word it is accurate. (5)
15 For her, Zeus did a swan-dive from Olympus. (4)
17 For dressing the wise? (4)
19, 35. John was certainly not short to start with, and he finished with coins to spend. (4, 4, 6)
21 Played by storm-troupers? (7)
22 See 35.
24 This could be a lot different. (6)
25 Famous pilot in his cups? (3, 4)
26 Not a cold meal supplied by the maître d' hôtel. (3, 3)
29 An unlawful conclusion. (5)
31 See 1D



Solution to last puzzle

ACROSS

1 High spirits
9 Rembrandt
10 Apron
11 Noted
12 Serge
13 Nap
14 Ice cube
16 Chassis
19 Gathers
21 Francis
23 Tax
24, 6. Purse strings
26 Comma
27 See 7
28 Unconcern
29 Breastplate

DOWN

1 See 7
2 Gored
3 Songsters
4 Inter
5 Irate
6 See 24A
7, 1, 27. Bringing home the bacon
8 Snip
15 Use
16 Coffee cup
17 Ada
18 Sustains
20 Taxicab
22 Compete
23 Tuba
24 Pence
25 Routs
26 Canna (471)

The Lively Arts

by Mary Lowrey Ross

Love Among the Ruins

Peggy Cummins and John Gregson.

WHEN THE SOVIET film *The Cranes are Flying* won the 1958 International Grand Prize at the Cannes Festival, Tania Samoilova, who plays the feminine lead, was immediately promoted to the hierarchy of international stars. The Cannes achievement created considerable stir in Soviet film circles and *The Cranes are Flying* was heralded on this continent by an unprecedented amount of publicity, including a red velvet folder dedicated to Samoilova and lettered in gold—probably the most regal dossier that has come out of Russia since the Revolution.

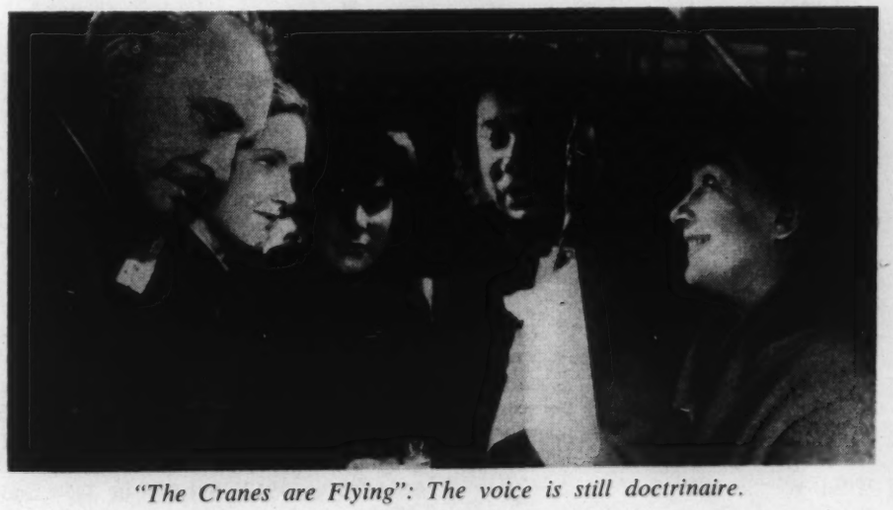
The Soviet, and Artkino, have every right to be proud of the new star. Actress Samoilova bears a noticeable resemblance, in both looks and talent, to the West's Audrey Hepburn, but she has a slavic mobility and intensity that are all her own. Characteristically, the Soviet director has concentrated austerely on the talent, leaving the star to manage as best she can without any special enhancements of clothes, lighting and camera angles.

She manages impressively; in fact she even profits by this departure from Western screen convention. In her shapeless clothes, dishevelled and forlorn, she moves through the story concerned only with the exact and absorbing business of the good actress: to make us see, to make us feel. It is a performance so penetrated by feeling that it brings to life a production almost as rigidly formalized in its own fashion as any picture out of Hollywood.

Briefly, this is the story of Veronica (Tania Samoilova) and Boris (Alexei Batalov) who meet and fall in love just before the German invasion of Russia. When the war comes Boris is marched to the front and Veronica, who presently loses home and parents in an air-raid, moves in with Boris's family. There she is seduced by Mark, a draft evader. Boris is reported missing and though convinced that he is still alive, she rather inexplicably marries her seducer. Her heart at any rate remains faithful, and when the war ends she hurries to the station, her arms filled with flowers, still convinced that Boris will be among the returning troops.

There she meets Stepan, Boris's wartime comrade, and faces at last the realization that her lover will not return. This would seem to be the end of the story. It is not however the end of the picture; for presently Stepan clambers on a rostrum and makes a fervent appeal for peace. It is a fine-sounding speech and it is unfortunate that western audiences, remembering Stockholm and Hungary have come, rightly or wrongly, to regard any USSR formula for peace as a sort of universal snake-oil specific. The film ends with Veronica joyfully distributing her flowers among the crowd, thus socializing her emotions and bringing the story, in Marxian terms, to a happy ending.

The film contains one highly imaginative and moving montage in which the dying Boris catches a last despairing vision of Veronica while the treetops slowly circle above his head under a darkening sky. There are other signs along the way that someone in the making of *The Cranes are Flying* was absorbed in the working of the human, as distinguished from the national spirit.



"The Cranes are Flying": The voice is still doctrinaire.

The younger people at any rate are allowed a normal passionate concern with their own private destinies, regardless of ideology. But the older characters, most of whom seem to look like Russian versions of Oscar Homolka, keep getting in the way with their exhortations and public slogans, ("We must fulfil and overfulfil our quota", "The soldier in the Red Army is never a deserter", etc. etc.) In the end the film, like so many of its predecessors, sacrifices the story it has to tell for the things it has to say. The hand in *The Cranes are Flying* is often the hand of the creative artist but the voice is still the doctrinaire voice of *Izvestia*.

The Captain's Table, a British comedy in technicolor, is as funny as a bag of monkeys for anyone who regards a bag of monkeys as material for comedy. Its hero (John Gregson) is the newly appointed captain of a luxury liner. The passenger list includes: an attractive nymphomaniac intent on using the captain's table as an entrée to the captain's bed; a deaf old lady who loses her hearing aid in the soup; a popular novelist who presently exchanges his profession for the more congenial one of *voyeur* (the bikinis aboard the *Queen Adelaide* are probably the scantiest ever filmed) and about fifty juvenile delinquents, aged four to six.

Gags naturally abound and the action reaches some sort of climax with a brawl at a children's party in which the guests plaster the Captain and each other with moulded jelly. The Captain's garters come undone and presently the Captain himself comes undone and loaded beyond the plimsol line falls downstairs, etc. etc. The film is based on a novel by Dr. Richard Gordon who has made the profitable discovery that laughs are anywhere you find them.

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Gold & Dross

Grade and tonnage problems — Aircraft and diversification — Sound future in graphic arts — Well-integrated operation in oil.

Barnat Gold

There seems to be a controversy as to whether Barnat Gold Mines will be able to show reasonable profits on its operation. On the one hand, you have those who feel that the grade is not high enough, nor the tonnage large enough; on the other hand, those who feel that because of the extra-size widths and the low labor cost they will show a handsome profit. Could you kick this around? I am sure there are many interested readers.— R. J., Hamilton.

If there were no differences of opinion, there wouldn't be any stock market. Barnat has declined about $1 a share from this year's high, presumably because of selling pressure by those who took the first view you air. The fact that they have been right on the market doesn't guarantee they are right at the mine. The bet is still open.

Discovery of the new porphyry deposit was the highlight of the past year for Barnat.

Although at year end considerable development remained to be completed in order to assess properly the tonnage and grade of the new material, there appears to be a minimum of 5,000,000 tons that will average between $4.80-$5.10 per ton.

The new porphyry deposit, although only 1,000 ft. to the west of the diorite main ore zone, will actually be a new mine serviced from the present operating shaft. The rock is extremely competent and lends itself to an entirely different type of mining than practised in the past few years and one that will eventually result in more efficient and lower cost operation.

The extent to which this is achieved will determine the profitability of the deposit.

Development of the new ore continues on two levels below the 900-ft. horizon. On the 900 level stope preparation is well under way. By mid-summer the schedule calls for a production of 1,300-1,400 tons per day. This will be increased to 2,000 tons per day in 1960.

The present shaft and plant will require minor changes and additions, but capital expenditures will be kept to a minimum. It is not expected that outlays will exceed $250,000 in order to put the plant in a position to handle 2,000 tons. An underground crusher installation will be one of the major items in addition to larger capacity skips and heavier underground haulage equipment.

While profits from existing ore measures are not too important in appraising Barnat, the company has been able to explore and develop this new orebody and still show a substantial operating profit for 1958.

Operating profit for the year amounted to $228,932 against $216,546 in 1957. After depreciation, preproduction expenditures and other charges, there was a loss of $37,101 as compared with a loss of $133,635 for 1957.

Production in 1958 totalled $1,471,360 from the treatment of 215,840 tons of ore as against $1,365,439 from 186,850 tons the year before. Cost-aid increased to $429,601 from $333,474. Operating costs were $1,659,899, up from $1,507,547 in 1957.

Net current assets, including supplies at cost, amounted to $1,208,146 at Dec. 31, 1958, against $1,071,701 a year earlier.

Fleet Aircraft

Would you please publish in Gold & Dross the outlook for Fleet Aircraft? There has been a bit of a flurry of late.— A.J., Paris.

Fleet Aircraft Limited changed its name to Fleet Manufacturing Limited some years ago. It manufactures aircraft components, electronic-equipment, radar-antenna hardware, aluminum boats and custom tooling.

Operating results have been characterized by extreme fluctuations. The company was, in the year ended Sept. 30, 1958, able to reverse the losing trend of the three previous years. It showed a net profit of $81,919 versus net losses of $174,790 in 1957, $91,225 in 1956 and

$82,445 in 1955. The net profit for 1958 was based on an operating profit of $202,-863 from which the main deduction was $78,490 for depreciation.

There seems to be no reason to expect that the company will in the foreseeable future perform in other than its past pattern. On the market, it can be expected to reflect the presence and/or absence of profitable orders. Over the longer term the possibility of it developing steady markets for consumer lines is not to be overlooked.

The equity may be conceded to have occasional, if not pronounced attractions, for the trader who can shoulder a high degree of risk.

Rapid Grip

The writer would appreciate your views on Rapid Grip & Batten for a hold.—E. A., Toronto.

We are living in an age of sales promotion and advertising and no lessening of the trend to the use of printed material for promoting sales is in sight. If anything, advertising volume in Canada will expand.

Rapid Grip & Batten is a strongly based unit in the service end of the advertising industry. It makes important components going into printing—engraving, plates, electros, etc. and designs printing, engraving, etc.

It appears to be as well situated to grow with the economy as any unit in its industry.

B.A. Oil

I would appreciate it if you would kindly let me know the future of British-American Oil.—A.D., Trenton.

British American Oil is Canada's second largest integrated (all-phase) oil company, and by reason of its large reserves of crude oil and natural gas is in an exceptionally favorable position to participate in the expanding Canadian market. It is in this context rather than that of temporarily unfavorable conditions that it should be appraised. Officials believe there is good reason to anticipate that 1959 production in Western Canada will recover ground lost in 1958, and approach the 1957 record.

B-A is making a continued effort to improve the over-all profit picture. Firstly, it is carrying on with an aggressive exploration program in Western Canada and the U.S. Secondly, it is hopeful of its gas position providing a growing source of income. Thirdly, it is continuing to emphasize marketing operations in holding profitable business, and expansion and modernization of retail outlets from coast to coast. Fourthly, it is continuing to em-

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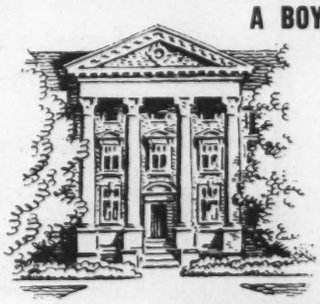

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STELCO

THE STEEL COMPANY OF CANADA, LIMITED

DIVIDEND No. 192

Notice is hereby given that dividend No. 192 of forty cents (40c) per share for the quarter ending June 30, 1959, has been declared upon the shares of the Company, payable Saturday, August 1, 1959, to shareholders of record at the close of business Friday, July 3, 1959.

By Order of the Board,
R. B. TAYLOR,
Secretary,
Hamilton, Ontario, June 8, 1959.

CANADIAN PACIFIC RAILWAY COMPANY

Dividend Notice

At a meeting of the Board of Directors held today a dividend of seventy-five cents per share on the Ordinary Capital Stock was declared in respect of the year 1959, payable in Candaian funds on August 1, 1959, to shareholders of record at 3.30 p.m. on June 19, 1959.

By order of the Board.
T. F. TURNER,
Secretary.
Montreal, June 8, 1959.

ploy the latest techniques and facilities to improve the quality of its products and concurrently to reduce its costs.

The company in 1959 anticipates a further increase of 5% in demand for products of the petroleum industry. This, of course, might be exceeded, dependent upon the speed of the economy.

Canadian Breweries

Would you be kind enough to review Canadian Breweries Common? — J.H., North Battleford.

Canadian Breweries has a strong position in an industry which seems to be here to stay and to be as well-placed as any to grow with the economy. On the other hand, it is a shining mark for taxation. It has not enjoyed the benefit of any substantial price increase similar to other manufactured products and its ability to flourish under these conditions is a tribute to the cost-cutting accomplishment of its management.

As a matter of principle we can't get too enthusiastic about a company which is controlled by another company. Canadian Breweries is effectively controlled by Argus Corp. There is some question whether the market valuation of Canadian Breweries would be as high if the stock held by Argus. Corp. were in the hands of the general public.

Aluminum vs. Copper

How do you regard copper stocks in comparison with aluminum? Should a person switch from the red metals into the last-named material?—L.S., Montreal.

While no general answer to your question can be given, some help may emerge from a discussion of the position of the two metals.

It must be admitted, and this may be what inspired your question, that aluminum is replacing copper in some applications. Also that equipment once converted to working aluminum seldom reverts to the red metal.

Further replacement of copper by aluminum may be anticipated, owing to the aggressiveness with which the aluminum people have promoted markets. Aluminum has also put many entrepreneurs into business but they have originated markets rather than supplanted copper products. For example, aluminum screens and storms have mainly tapped a brand-new market.

Aluminum consumption traditionally doubles each decade. A bright future for the metal must be conceded. It is processed from foreign ores with cheap Canadian electric power.

Copper, on the other hand, is a domestic mining situation. Good drilling results can tack millions of dollars on to

IMPERIAL BANK OF CANADA

DIVIDEND No. 276

Notice is hereby given that a Dividend of Thirty-five Cents (35¢) per share has been declared for the quarter ending 31st July, 1959, payable at the Head Office and Branches on and after Monday, the 3rd day of August next, to shareholders of record of 30th June, 1959. Shares subscribed for but not fully paid for at the close of business on the 30th day of June, 1959, to rank for the purpose of the said dividend to the extent of the payments then made on the said shares.

By order of the Board.
H. W. THOMSON,
General Manager.

Toronto, 10th June, 1959.

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THE SHAWINIGAN WATER AND POWER COMPANY

NOTICE is hereby given that the following dividends have been declared:

NO PAR VALUE COMMON SHARES
DIVIDEND NUMBER 208

A dividend of twenty cents (20c) per share for the quarter ending June 30, 1959 payable August 25, 1959 to shareholders of record July 14, 1959.

NO PAR VALUE CLASS "A" COMMON SHARES
DIVIDEND NUMBER 10

A dividend of thirty three and one third cents (33⅓c) per share payable August 14, 1959 to shareholders of record July 17, 1959.

By Order of the Board,
R. R. MERIFIELD,
Secretary.
Montreal, June 22, 1959.

the market capitalization of a mining company. Herein lies one of the main attractions of coppers.

As far as the future of the metal is concerned, we wouldn't be too bearish. It remains supreme for many important electrical applications. Additionally, it's an old-established metal which will yield much of its market very slowly since designers and processors are accustomed to it. New applications, such as in cored forgings, are strengthening its position.

A decision as to whether to be in copper or aluminum would appear to hinge partly on the investor's preference for a mining or a sales-promotion situation.

Canada Steamships

We own preferred and common shares of Canada Steamships. Is this stock likely to be any value in the future? Will the St. Lawrence Seaway affect it in any way?—J.B., Bruce Mines, Ont.

You talk as though Canada Steamships stock was almost worthless whereas it's performing in steady fashion on the market. The preferred is selling close to its par value and the price of the common puts a market value of some $50 million on the outstanding 1.2 million shares.

The outlook for lake ships is none too bright in view of this country's shipping position. It was recently noted that no Canadian-manned and owned deep-sea ships have entered the St. Lawrence Seaway. Some shipping men fear that gradual disappearance of this country's deep-sea fleet may be matched on the Great Lakes if the government does not protect the industry.

On the other hand, Canada Steamship has other activities: hotels, grain elevators, ship yards and highway-truck transport. Don't be too bearish on a company with a position close to the country's resources and manufacturing industries.

In Brief

What do you think of an investment in Peruvian Oils & Minerals?—B.J., Victoria.

This is a Canadian-financed speculation on foreign oil. We recommend people putting their money in this country.

Anything new on New Rouyn Merger?— O.T., Saskatoon.

Reportedly contemplating resumption of activity on original ground.

Do you think a copper smelter will be erected in the Chibougamau district?—K.L., Toronto.

Only time will tell.

Can you tell me anything about Dynamic Petroleums?—L.H., Hamilton.

This is an oil-land play, presumably based partly on the hope of better marketing conditions for Western oil producers.

OF INTEREST TO MEN OF RESPONSIBILITY

As a man of responsibility, you have your own progress, your personal financial affairs, your family's security to consider. For help in these matters, other men of responsibility rely on the experience of trust company specialists. You are invited by the Trust companies of Canada to inquire about such helpful services as estate planning, investment and property management, personal pension plans. Contact any trust company; there's no obligation.

Insurance

by William Sclater

Fire & Casualty Losses

Can you give me the figures for fire and casualty insurance written in Canada by other than Canadian companies and what the loss or profit experience of all the companies selling fire and casualty coverage amounts to in percentage? — D.L., Winnipeg.

There are 99 Canadian companies, 95 British and 197 foreign companies selling fire and casualty insurance in Canada. The proportion of fire and casualty premiums written in Canada by nationality of company and by nationality of controlling interests, in brackets, are: Canadian: 36% (26%); British: 24% (31%); Foreign 40% (43%).

Based on premiums earned, Canadian companies lost by —2%; British companies lost by —21%; and foreign companies lost by —11% in 1957, the last full year for which statistics are available. All companies suffered losses in 1956 also. The average profit for the previous five years was less than 5%. The figures show that excessive competition in Canada has brought premium income to a low point insufficient to meet today's losses and operating expenses.

Term Advisable

Do you think Term Insurance is a good thing? I am led to believe by some insurance salesmen that they do not think much of the idea. Human nature being what it is, possibly the reason is that their commission is down considerably from a normal life policy. S.R.S., Newfoundland.

Your friends, the insurance salesmen, may well be advising you for your own ultimate benefit. I wish I had listened more closely to some of my insurance salesmen friends when I was 20. I'd be much better off today.

I could show you 16-page letters telling me that the only worthwhile insurance in Canada today, from the cost and coverage viewpoint, is Term Insurance and I carry some. But I also carry other kinds of life insurance and for a very good reason. I don't want to have to rely on the old-age pension as my only source of income when I reach the sere and yellow. So I buy life insurance that will be fully paid up and gives me a lump sum in cash when the time comes to retire and I can then buy an annuity at the prevailing rate, if I so wish, or invest my money in other securities for income.

While there are 16 other ways of investing money for this purpose I find the compulsory saving feature achieved by meeting regular insurance premiums a great help. It has to be met, and on time. Then again if the need ever arises I can take a paid-up policy for what I have paid in. Term insurance has a definite place and purpose. It is the least expensive and will help meet your insurance needs in a period when a growing family may absorb all the cash you can spare. But it ceases when you stop paying the premium; it gives you protection while you have it but you have no paid-up value at the end of the term when you discontinue.

The Fire Record

Since I am interested in both urban and rural housing construction as well as industrial I would appreciate if you could give me some particulars about fire losses in Canada from urban and rural viewpoints; figures on fatalities and types of heaviest loss would be very valuable to me. — G. A., Toronto.

Fire insurance figures reveal an appalling property loss. In 1957, the latest year for which full statistics are available, the government-reported loss was $133,492,-277, as against a ten-year average of $89,963,000. As over 40% of the total loss was caused by large fires of $50,000 and over, the Fire Commissioner points out this indicates serious deficiencies in design, construction, operating practices and fire protection engineering features.

While fires of unknown origin account for more than 50% of the total loss figures, revealing the need for more thorough loss investigation, smokers' carelessness accounted for the largest number of fires (over 37% of the total number) but these represented only 4% of the total dollar value of losses. Defective and overloaded wiring and faulty electrical equipment accounted for almost 10% of the number of fires and over 12% of the dollar loss value, which emphasises the need for enforcement of safe fusing of electrical circuits and for meeting the requirements of Dominion or Provincial electrical codes.

Latest fire death rates are 2.7 for rural and 1.4 for urban, these being per 100,000 of population. The higher rural fatality rate is attributed to sub-standard construction, sub-standard heating and sub-standard electrical installations. That such conditions predominate in rural areas indicates the real need for more effective legislation to govern rural building. More than 75% of fatalities occurred in residential buildings. Since the per capita fire loss now takes an annual toll of $8.05 cents per head of population and accounts for the increasing costs of fire insurance the need for remedial action is obvious.

Auto Liability

What happens when I change my auto during 1959? Will I need a new liability insurance certificate? How many drivers are insured and how many are not? J. W., Barrie.

While you will require a separate Liability Insurance Certificate to buy 1960 passenger motor vehicle license plates in Ontario you do not require this to trade a car during 1959. The new revised 1959 permit showing the insurance information inside will be acceptable as valid evidence of insurance by the provincial department of transport.

Some 92% of all Ontario vehicles were insured when 1959 plates were issued. The other 8% is made up mainly of people in rural areas who make limited use of their autos and do not feel they require insurance, plus those who cannot or will not obtain insurance and who pay the $5 surcharge.

Laid-Up Ship

What type of insurance is it advisable to put on a ship which is to be idle for a considerable time and laid-up without cargo aboard?—L.B., Fort William.

Suggest that Port Risk, which is a form of hull insurance, would be the answer. This is designed to meet the need for coverage on a ship being laid up for a long time. It includes such lying in port hazards as fire, collision, machinery damage, risks involved in transferring from one berth to another and also drydocking. Collision Running-Down Clause and the Inchmaree Clause are included.

The latter, in case you are unfamiliar with that Marine term, is the clause which assumes liability for loss or damage to the ship through a number of hazards such as bursting of boilers, breakage of shafts and other risks in addition to the traditional "perils of the sea." Consult a Marine Agent for further detail. Rating on this coverage is usually on a monthly or annual basis with short cancellation if requested by the insured.

Go on, have another one

They really do look after you when you fly to Europe De Luxe these days, don't they? The way the creature comforts are wheeled at you is enough to make any man forget his diet. But you hardly choose your airline solely on account of the trimmings — even the deft TCA variety. What are the *practical* considerations?

First of all, where do you fly *from?* TCA Atlantic flights go direct from Vancouver, Winnipeg, Toronto or Montreal. No change of plane.

Where *to?* TCA takes you to London, Glasgow, Shannon, Paris, Brussels, Dusseldorf, Zurich or Vienna (new this year). That's a much wider choice of direct flights than with other airlines.

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Add to these basic advantages the fact that no one has the edge on TCA when it comes to service and catering, and it becomes apparent why so many First Class passengers to Europe fly TCA. Make it your happy choice next time you go.

TRANS-CANADA AIR LINES

TO EUROPE IN STYLE TCA *De Luxe and First Class*

Your Taxes

by Garfield P. Smith, CA

Destruction of Records

How long must records be kept for income tax purposes?—J. G., Toronto.

Books, documents, vouchers and all other business records must be retained until permission has been granted for their destruction. If the latest income tax assessment for any year was made more than six years ago, the Taxation Division will usually grant permission on request, for the destruction of records for that year. Permission must also be obtained from other authorities having jurisdiction over the company or business. Thus, an Ontario corporation must obtain permission from the Comptroller of Revenue in Ontario, and a holder of a Federal sales tax license must obtain permission from the Customs and Excise Division.

Dividend Tax Credit

On common stock dividends from a Canadian Corporation, I get a 20% tax deduction. On debenture interest from the same corporation, no such deduction is allowed. This deduction is intended to encourage support of Canadian industry. As both investments are supporting the same enterprise, on what grounds is the distinction made?—A.J.G., Calgary.

The purpose of the dividend tax credit is to offer some measure of relief against double taxation on the same income. This credit is applicable to dividends from preferred as well as common stock. If a corporation earns $1,000 it will normally be required to pay its full tax on this amount. If it then distributes the balance by way of dividend, such dividends which already have been taxed as corporate income, will ordinarily again be subject to tax in the hands of the recipients. Where dividends are received by a corporation, such dividends, subject to specific exceptions are exempt from tax. This avoids the pyramiding of tax where dividends flow from one corporation to another before eventually being paid to individual shareholders.

Where dividends are received by an individual, such dividends, again subject to exceptions, are eligible for the dividend tax credit of 20%. This provides partial or complete relief, depending among other things, on the corporate and individual rates of tax applicable in each case. Where interest has been paid by a corporation, such interest is deductible in arriving at the taxable income of the corporation, so that no tax will have been paid by the corporation on such interest. Thus, when the recipient pays full tax on the interest, there is no double taxation, and therefore, no measure of relief is necessary.

Depreciable Assets

When depreciable assets are sold for an amount in excess of the depreciated value, the excess, within the prescribed limitations, will be required to be brought into income. It is not surprising therefore, that when a sale is made, including depreciable and other assets, and the sale price is not allocated as between the various assets, the vendor will in all probability, record a minimum amount as proceeds of depreciable assets. The purchaser on the other hand, will record a maximum amount as his cost of depreciable assets.

The Income Tax Act provides that a reasonable amount shall be deemed to be the proceeds for depreciable assets regardless of the form or legal effect of the contract. Usually, where the vendor and purchaser agree as to the allocation, the Department will not intervene. If however, it is apparent that the sale price is artificially allocated so that there is an avoidance of tax by both parties, the Department will then step in and apply the test of fair value.

In a recent case held before the Tax Appeal Board, the appellant corporation had sold the assets used in its laundry business for $220,000. There was no written contract entered into, nor did the parties specify the allocation of the sales price. In its records, the appellant claimed that of the proceeds, $80,000 was for goodwill, and that no recapture of depreciation was applicable on its equipment. The Department allocated a mere $10 to goodwill, $100,000 to depreciable assets, and the balance to the remaining assets. As a result, a substantial amount was added to taxable income as recapture of capital cost allowance. After hearing the case, the Board ruled that the goodwill was worth $25,000 and the balance applicable to depreciable assets was adjusted, with a corresponding reduction in taxable income.

The Income Tax Act provides that the amount deemed to be the proceeds of disposal of depreciable assets to the vendor, shall be deemed to be the cost of such assets to the purchaser. Thus, any advantage gained by the vendor on appeal, would normally be at the expense of the purchaser, who would be required to reduce his cost of depreciable assets.

Shareholders' Loans

I have a small incorporated business. About four years ago, I borrowed money from my company and since it was not paid by the end of the following year, I was taxed on the amount of the loan. Because I was required to pay tax on the amount personally, I have never felt like repaying the amount to the company. I have heard that if I now repay the loan, I can deduct it from my income; however, the tax department officials advise me otherwise.—R. A., Toronto.

In 1958, the act was amended so that where loans to shareholders were included as income, repayment on account of such loans could be deducted in the year of repayment. This provision applies only to loans made after 1957, so that in your particular case, no relief would be obtained by repaying the loan.

Prior to 1958, where loans to shareholders were included in their income, a deduction from tax could be made for the dividend tax credit of 20%. There has been a further change in the Act and the dividend tax credit is no longer allowed in such cases. This change was necessary in order to prevent the shareholder from obtaining an unfair advantage. For example, if a shareholder had borrowed $1,000 from his company in 1957, and the loan were not repaid within one year from the end of the 1957 fiscal period, the shareholder would have been entitled to deduct $200 from his tax after including the amount of $1,000 in income.

If he were now permitted to deduct the amount of the loan in the year of repayment, he would have a cash advantage of $200, except for differences in his income tax bracket in both years. By removing the tax credit, the additional tax paid when the loan is taxed will be more nearly equal to the tax reduction in the year of repayment. There may still be a slight penalty because the loan being taxed may be sufficient to place the shareholder in the next higher tax bracket, whereas in the year of repayment, the reduction in tax may be made in a lower tax bracket. It will normally be advantageous to repay the loan in a year of high personal income.

Sick Leave

Where a person receives pay while absent from work due to illness or injury, is such pay excluded from income for income tax purposes?—C.L., St. Agathe Des Monts.

Where your employer continues to pay your salary while you are on sick leave, such salary is included as income, and taxable as such. Where you carry insurance against loss of income due to illness, payments made by the insurer under such circumstances, would be exempt from income tax.

Alcoholics

CONTINUED FROM PAGE 15

alcoholics, although only as the yeast in the whole treatment process. Generally, the patients who had an intense reaction did better than those having a mild one, but if the patient became severely anxious and couldn't communicate with the therapist, the result was usually not good. Remember, these were derelicts, the most hopeless alcoholics who could be found and who had not responded to other treatments or A.A. programs.

The attitude of the therapist is an important factor. Dr. Smith writes, "I believe that contact between the therapist and patient can be improved if the therapist has taken the drug himself. Unfortunately I did not do this until the present series was completed. Since then I believe that my capacity to empathise with these patients has been much enhanced." In the Munroe Wing project, the team of Chwelos and Blewett take the drug along with their patient, suffer and tread enchanted ground with him through his twelve hours of flight down the fearful corridors of his mind and out into the spiritual oneness of the universe. There seems to be an unspoken language of feeling between those undergoing the experience; and the patient's stark sense of aloneness is muted by the knowledge that his therapist is in the same world with him.

What happens in that chemically created world? It's an indescribable experience ; it's like trying to explain color to a man blind from birth. But because you have been privileged, because for a few hours you have touched universalness and listened to eternity, you try to imprison the experience in words. One experimenter distilled his sharpened awareness of music into: "There's nothing between me and the music! I listened to a recording of Faust and it seemed to have no beginning, nor would it ever end, and yet it was timeless because I had always known it, was it and would always be it. It wasn't as though I heard the music, but that the music and I were one. When it was building toward a climax everything I had ever experienced plus every experience in the universe was blended into that almost unbearable crescendo . . . There were times when the music felt delicious, sensuous, almost stroking me, something like the feel of water when swimming."

Another subject saw herself "as a child again in a field of flowers. They seemed to sway and beckon in a friendly manner as the slight breeze willed them to move to and fro . . . I walked under the ocean and was rather amazed with my ability to breathe, manoeuvre around equally as well as the marine life. The fish were friendly, the rocks and coral formation wavered, moved, and seemed to beckon in friendship."

What causes alcoholism? How do drug-induced DT's jolt the alcoholic out of his self-destructive rut, when psychiatry, A.A., religion — all other attempts at treatment may have failed? A.A. defines alcoholism as an obsession of the mind coupled with an allergy of the body. Some doctors say that alcoholics suffer from prolonged and excessive tension. Some believe that the conflicts, repressions and guilt imposed by our complex society add up to an unbearable emotional burden for the alcoholic. William James argued that "the sway of alcohol over mankind is unquestionably due to its power to stimulate the mystical faculties in human nature, usually crushed to earth by the cold facts and dry criticism of the sober hour."

Where alcohol substitutes for an unacceptable reality, LSD seems to teach acceptance, not passive but practical adjustment to things as they are. Doctors say that LSD lowers the barrier between the conscious and the sub-conscious, permitting the patient to look more deeply into himself, increasing his understanding of himself and others. This provocative experience of meeting one's self for the first time is almost without exception reported by those who take the drug—an opposite pole from the alcoholic's escape world. Growing out of this self-understanding seems to come a letting-go of needless, plaguing worries, an easing of tension.

Drs. Hoffer and Osmond offer a possible chemical explanation for the tension-reducing ability of the drug. They have noted that it usually increases the amount of adrenochrome (an adrenalin compound) in the blood serum and urine. When it doesn't, "the subject experiences severe and sometimes anguishing tension — without, however, much perceptual change. If at this stage of marked tension adrenochrome or adrenolutin is given intravenously, tension goes and a normal LSD-25 experience follows: this experience . . . may be accompanied by a feeling of astonishment or enlightenment, sometimes of a religious or mystical nature." The doctors suggest, therefore, that the alcoholic's unbearable tension may be due to an imbalance in the adrenalin compounds of the body.

The religious or mystical nature of the LSD experience seems to be its most powerful and far-reaching force. Vancouver's Dr. Hubbard, by conscious manipulation, turns LSD into a Jacob's ladder leading its subject directly to an experience of the spiritual universe, or heaven, or whatever symbol his religious background may apply to the vision. Although Dr. Hubbard is a Roman Catholic himself, his technique requires of the patient only that he accept the experience as religious, and that whatever he discovers in it will speak of his relationship to God. The therapist creates the setting for his patient's visions with religious music and pictures such as St. Veronica's handkerchief painting of the Christ, whose face may be old or young, whose eyes may be open or shut. Under the plasticity of the drug delerium the patient is easily convinced that this is a picture of everyman and of himself. Since he began his therapeutic use of LSD in 1953, Dr. Hubbard has had the full support of his church; indeed a Roman Catholic committee, under Monsignor Brown of Vancouver, has been set up to study the spiritual effects of LSD.

Aldous Huxley, who has written about the mind-changing drugs in *Doors to Perception* and *Heaven and Hell*, points out that there is nothing new or offensive in providing chemical aid to a spiritual experience; that such time-honored religious exercises as fasting, voluntary sleeplessness, some forms of pennance, also alter the body chemistry. The yogi mystic, by holding his breath for long periods of time, increases carbon-dioxide in his blood. The hermit in his cell, cut off from all external stimuli experiences visions and voices, as does the future space-pilot undergoing testing in a cell-like laboratory. Mr. Huxley writes that neither drug nor spiritual exercise is the cause of the spiritual experience—only its occasion.

The drug mescalin has for generations breathed its spiritual power into the peyote ceremonies of the Native American Church, an authorized religion having some 250,000 Indian members in the United States and growing numbers in Canada, Christian-like in their beliefs and ethics, praying to the Blessed Jesus as well as to the Great Spirit. The peyote button, which has mescalin (or mescaline) as one of its properties, is a diamond-shaped pod growing on a species of cactus in the southern States and Mexico. The Indians respect its healing powers, believe that it embodies the Holy Spirit, and use it sacramentally as Christians use communion bread and wine.

However mescalin or LSD works its alchemy, here's what the experience may teach the alcoholic about himself and his problem: "to have trust and confidence in the other fellow and to try in your work and your everyday life to think more of the other fellow than of yourself and you are helping yourself." . . . "I would say that it has definitely changed my entire perspective. I feel I have a better understanding not only of myself but of other people. As far as my personal problem, drinking, is concerned, it no longer appears to be a problem." . . . "And as I started looking at myself, little

things that had happened years ago started to appear quite clearly—boyhood hates, although seemingly forgotten, were still there . . . my feelings toward my father, and how I believe now that it is as much if not more my fault." . . . "I had a very clear vision of . . . the foolish mistakes of man in our modern world, in which we had no time to live and enjoy the wonders of nature, the fellowship of man etc., but were too busy keeping up with the pace of living today." . . . "For the first time I realized I was not in a category of my own, they too (her family) have had tribulations, sorrows, as well as happiness like my own."

LSD is now being used experimentally by psychotherapists in England, (Sandison and Whitelaw); New York, (Denber and Abramson); in South America; by Hubbard in Vancouver and the Saskatchewan team; and at the Alcoholism Research Clinic, University of California. Dr. Keith Ditman, reporting to the North American Association of Alcoholism Programs on the California clinic's use of LSD in treatment of alcoholics, said: "For many it seems to initiate a process leading to self help that is usually long overdue in the alcoholic. It is as if they experience something under the drug that directs them toward understanding and appreciating people and the deeper emotions of life. They seem to live more in the present. Although not all our 75 subjects have had this type of response, none have shown evidence of serious complications from LSD or responding more negatively following it."

Dr. Ditman credits LSD-25 with beginning the age of psychopharmacology. The Saskatchewan team emphasizes, however, that the drug alone is not a cure-all for alcoholism; it is an aid to other treatments, but it may match years of psychotherapy in effectiveness. Wisely used, in the hands of a trained therapist, it is a powerful tool and, like the surgeon's knife, may lay bare the source of infection.

Manitoba

CONTINUED FROM PAGE 19

authentic indigenous table delicacies.

For the bird-lover and the bird-shooter, Manitoba is situated spang-on the Mississippi Flyway, that wide migratory path which the ducks and geese follow from the gulf of Mexico to their nesting grounds in the Arctic. Big game hunting is not one of the province's strong tourist lures, but Virginia deer are hunted in the north, and mule deer in the southern parts of the province. Moose are also found in the eastern reaches of Manitoba, where the prairie gives way to the pre-Cambrian shield.

Manitoba, unlike all other provinces but Prince Edward Island and Newfoundland, has only one big city, Winnipeg. "The 'Peg" is truly the gateway to the West, for both transcontinental railways, the trans-Canada highway, Trans-Canada and Canadian Pacific Airlines go through or over it on their way to the Pacific. Winnipeg is one of Canada's most beautiful cities, its main streets as wide as some city blocks, and its public buildings standing in uncrowded beauty against the high prairie sky.

For those of us who are not fishermen, bird-doggers or snipe-shooters, Manitoba offers many excellent vacation and recreation resorts. Fine accommodation is offered to the tourist by a spate of motels surrounding every vacation spot, and by the number of autotrailers filling the lots on West Portage Ave. I am led to believe that this form of home-away-from-home living is a popular pastime in the "Keystone Province". In the south of the province there is the Whiteshell Forest Reserve and the beaches of Lake Winnipeg, in the central part of the province Riding Mountain National Park, and in the north literally thousands of rivers and lakes.

Historically, Manitoba runs third in my book to Quebec and Nova Scotia, but it is fortunate that most of its historic sites are within the city of Winnipeg and environs, especially the sister city of St. Boniface. Most of them are less than a hundred years old, but have a sense of history about them that such eastern tourist attractions as Ontario's Fort York and Fort Henry do not seem to have kept. The Manitoba Bureau of Travel and Publicity has many offerings of free literature which will guide the touring historian.

The Travel Bureau hands out an excellent little book, listing motels, trailer parks and tourist cabins, which are graded with stars for excellence, from five-star motels down to one-star cabins. The number of stars indicates among other things the state of the plumbing facilities, certainly a venture that could be copied to advantage by other tourist-hungry provinces. Two of the five-star resorts are Silver Birch Resort at Moose Lake, and the Mayfair Motel at Portage La Prairie, with rates from $6.00 to $12.00 per day. At the other end of the accommodation spectrum are the one-star joints where, according to the government guidebook, "Accommodation comes up to the minimum requirements," and they "need not have electricity or walls finished. Must have minimum comfort facilities."

Every Canadian owes himself at least one visit to the prairies during his lifetime, and such a trip can be both educational and enjoyable. As things are now, the best way to reach Manitoba by car from the East is through the mid-west United States; in Canada travel by plane or train.

Brazil

CONTINUED FROM PAGE 9

million annually. "It will not only increase the wealth of this coutry, where less than one per cent pay income taxes, but will supply a growing market for the industrial cities of the coast," Pinheiro said.

He cites four principal reasons for moving the capital from Rio de Janeiro to Brasilia:

1. "To free the federal government from the many negative and depressing forces of Rio de Janeiro; (lack of room for expansion, water and power shortages, poor transportation facilities due to the city's geographical layout).

2. "To return the Brazilian people to the pioneer traditions in order to open the vast, undeveloped interior;

3. "To liberate Brazil from its long existence both socially and economically as a coastal nation;

4. "To create a solid agricultural area in the interior states guaranteeing both new sources of supply and new markets."

And there is no doubt that the interior is opening up as a result of the Brazilian project.

A total of 3,000 men, chopping north from Brasilia and south from Belem on the Amazon river, are building a road through virtually uncharted areas. At present, they have reduced the jungle between them to less than a hundred miles, and expect to link up some time next month.

Although heavy American-made earth movers are used on the job, sometimes the road has to be opened by machete and saw — the dense undergrowth defies bulldozers.

Work crews have had no trouble with what few jungle Indians have appeared in their path. But they stay well clear of the occasional signs of Urubu hunters, Indians who range the southern Pará wilderness and have killed what few white men have crossed their path.

The workers' greatest enemy actually is pneumonia, because the intense heat of the high plateau rain forest turns into sudden coolness after sundown.

But Brasilia can already be reached by road via Belo Horizonte, an industrial city in the State of Minas Gerias, and via the coffee growing center of Ribeiro Preto, in the State of Sao Paulo. By rail, it takes 72 hours to get there from Rio de Janeiro.

But despite the difficulties, Brasilia is a dream coming true, and with benefit to the whole country. It may well be President Kubitschek's lasting monument.

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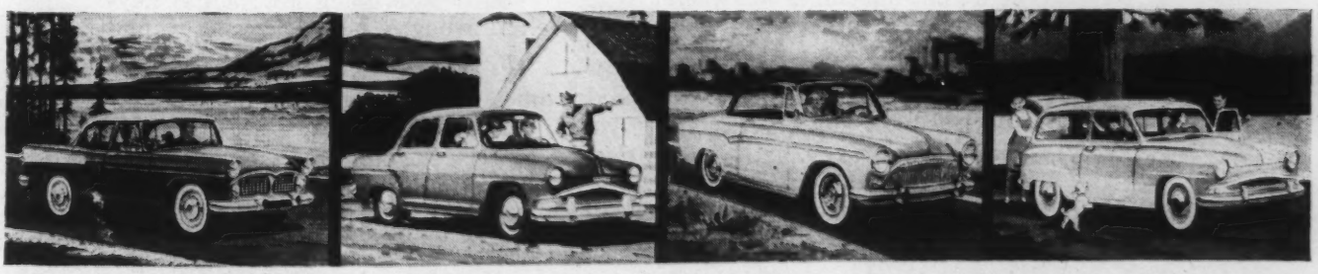

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British Tories

CONTINUED FROM PAGE 17

Within the party, youthful opposition centres around an unofficial publication. *The Universities and Left Review*. The *U.L.R.* publishes articles critical of moderate Labour policies and runs a London coffee bar, the Partisan, where young radicals spend hours in disputation over cups of bitter espresso coffee. So far, their call for a more radical, full-blooded Socialism has had little effect on the moderate Labour leaders.

The revitalised Liberals call themselves the party of youth, and 150 of their 190 prospective parliamentary candidates are under the age of 50. But the Liberals have only six M.P.'s, and few observers expect them to win many more seats in the coming election. As a result, there's an element of futility to much of their efforts.

A young Liberal schoolteacher, defeated in the recent municipal elections, summed up the differences in the parties' approach to the young. "Everyone has a good time at the Conservative youth rallies and they come back for more," she said. "Labour youth meetings get bogged down in dusty dialectics. As for the Liberals, we draw up wonderful plans and wonderful resolutions, but then we forget to turn up at the next meeting."

It's probably not as one-sided as the figures indicate. On a constituency level, many Labour youths do good, and politically valuable, social work.

On a national level, the Labour Party has its share of up-and-coming young front benchers. To match such rising Tory stars as Iain McLeod, the vigorous Minister of Labour (aged 45), and the highly able Paymaster General, 42-year-old Reginald Maudling, Labour has Shadow Cabinet members James Callighan (47) and Anthony Greenwood (48). And the Liberals have 37-year-old Mark Bonham Carter, the surprise victor of the recent Torrington by-election.

But neither the Labour Party nor the Liberals is matching the Conservative's vigorous and colorful appeal to the young. In any coming election, disaster abroad or economic trouble at home could undo years of hard work. But with their thousands of active and enthusiastic young party members, the Conservatives have a powerful hand for the decade to come.

Color & Charity

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take over a charity drive for a fixed fee which is a percentage of the target set, 33 per cent plus costs, which may mean that their offices absorb 80 or 85 per cent of the total amount raised when the accounts are in.

As against these old fashioned operators there are the larger and even more ruthless fund-raising corporations which are permanently committed to the good causes represented by all the agencies combatting a particular disease, or all the charities supported by a particular ethnic or religious group. The basis of these operations is much more subtle than that of the individual gouger. The fund raising corporation hands over a higher proportion of the take, but holds the take longer, using it as an interest free loan to itself for the three to six months in which the funds are in its possession. The funds are used for genteel, trustee-type, speculations, and are the foundations of investment and real estate development programs of the type undertaken by the big insurance companies. A man can have a busy, constructive, and rewarding career in business managing charitable funds, and, of course, the more successful the fund raising drives the more opportunities there are for the managers, who thus have a very real stake in keeping the needs of their charities in the public eye.

Altogether the waste, duplication of effort, and the growth of vested interests, encouraged by leaving the public responsibility for public health in private hands, are among the most disgraceful features of the life of this great city and great Republic.

The pickets on the New York streets, asking for a decent living wage for performing a vital service, are another disturbing reminder of the fantastically distorted scale of values which prevails in this society, which will willingly pay anything for its luxuries and which seems to grudge every penny spent on necessities. It is an ironic commentary on the situation that a few blocks downtown from the Lenox Hill Hospital which is the hub of this bitter dispute one should find the most splendid new building in New York —set back from Park Avenue behind a broad piazza on which fountains play— the tower built by Mies Van der Roe for Seagrams, the distillers.

It is hard not to see in this a disquieting parallel. The city's mentality is rather like that of the adolescent boy who can't see why he shouldn't spend all his earnings on gas and trimmings for his convertible, and who bitterly resents having to make a contribution to his mother's housekeeping money. But what is even more disquieting is that on such a clear cut issue as that of exploiting colored and immigrant labor, the party which is supposed to be the party of progress and liberal principle should aspire to be neutral and uncommitted.

Small Cars

CONTINUED FROM PAGE 11

Second, the new cars will not be of the European type, but will resemble the "Lark" and the "Rambler" which are called "compact" cars because they have cut overall length chiefly by reducing overhang, without seriously reducing interior dimensions. Both these cars have reduced power, too, but have kept the power-to-weight ratio high enough to give adequate performance.

Speaking about the European influence, last month, George Romney, president of American Motors made an interesting statement. He said, "The small foreign car represents a distinct class or type of automobile whose sales in the United States bear little relationship to the growth of the 'compact' car market."

If the new trend is not the result of our sudden attainment of common sense (or of sexual maturity, as some psychologists have darkly denied), and if it is not the result of the European invasion, then what has caused the change?

My own opinion is that it is a basic change in our sense of good taste. Are big cars "In" or are they "Out"? That is the real question.

Thornstein Veblen gave us the phrase conspicuous consumption and David Riesman in his famous analysis of the American character *The Lonely Crowd* said that we are in an "era of conspicuous consumption" where our prestige tends to be judged, not so much by our ability to produce, as by our good taste in buying and using the things we buy.

Riesman also talked about the "taste setters" meaning the *avant garde*, intellectuals who, he says, are not nearly as far ahead of the masses as they were twenty years ago.

Good taste is nowadays closely related to function. The superfluous, the obvious, the garish, are going out. Overstuffed furniture is out. Padded shoulders, on men's suits, are out. Fancy cocktails are out (the simple Martini is in). And so it may be that the bulbous fender and the Buck Rogers tail light are going out.

If it is a true change in taste then smallness will spread through the entire auto industry. There are rumours from Detroit that this is already happening. GM will build, as well as its Corvair, a small Chev and a scaled-down Pontiac. Ford is said to be preparing a smaller version of the Edsel. So it seems probable that, in a few years, we will have small cars that will be just as expensive as the biggest on the road today.

The Cadillac, Chrysler and Lincoln will shrink and at the same time become more truly elegant, perhaps even more costly.

And, in the final analysis, no one will know why.

Point of View

The Wealthiest Children in Town

I TEACH THE children of the richest fathers in town. Restricted to the homes of South Hill, my high school caters to some of the unhappiest groups in the city—the children of the top income bracket parents.

Outwardly they have everything: late model cars, cashmere sweaters, ready cash, homes that ring out with evening entertainment — all the material gloss that should make life a paradise for a modern teen-ager. But I would rather go back to teaching the East Cliff toughies than keep on trying to stimulate many of these sons and daughters of executives.

They do deserve some sympathy. Poorer children at least know why they are not so very happy—money! But when a young person has money and still feels dissatisfied, then life becomes a tedious search for the excitements that money cannot buy.

Their essays reflect their boredom. How can boys who own a Buick convertible write with enthusiasm on the ownership of a first jalopy? How can girls who retire to a luxurious summer cottage for the long vacation write on the excitements and hardships of camping?

The grade twelve Graduation Dance in the school gym is patiently tolerated only because the extravagant house parties that follow will soon make a great many graduates forget the comparative austerity of school surroundings.

Teachers are treated by most children of the very wealthy as if they are their parents—with the disrespect and belligerence normally reserved for fathers. On Parent's Night, tired mink-coated mothers and even more tired fathers glumly complain that they are unable to do a thing with their sons and daughters. Mothers who are too busy entertaining (or planning entertainment) and fathers who have leisure time only for T.V., sleep, or relaxer chairs, do not help these lost teen-agers who have ceased to be excited by the simpler ways of living.

"Who wants to go camping in the rain when there are Motels?" was the cryptic comment from a grade ten essay. "Why should we look up what anyone else has said on a subject when it's our own minds that are important?" was a grade twelve (boy's) argument. To the children of the wealthiest parents the world is their pearly oyster. They alone are the only authority on life. When freely given purchasing power knocks at the door, academic humility soon flies out through the window.

The world of literature is lost on so many of them. Already world-weary tourists, these prosperous teen-agers see no need for books. Why read about Hemingway's Africa when you have seen Las Vegas? Why read of Jane Austen's England when you toured Europe's best hotels last summer?

Does money in a home cause a lack of motivation in the children? Does the success of a father stultify the ambitions of his son? Does the social success of a mother make her daughter feel inadequate?

The answers to these questions are not easy to come by. But John Glover (Glover is a pen-name,) a high school teacher first in the poor section of Calgary and now in the wealthy section, makes some pungent guesses.

Although almost every executive earning over $12,000 sends his children to South Hill High, not all the students come from such wealthy backgrounds. The middle income bracket is represented by an active minority, noticeable mostly because they travel by bus—or even bicycle! True, there are a few from wealthy families who have no car provided for school transportation—one of the wealthiest engineers in town refuses to allow his son to own a car until he can earn both its cost and its upkeep. But he is a rare exception.

The majority are more than well provided for by indulgent parents who justify their actions with "If we can afford to give them a car, let's give it to them."

From the educational standpoint, the biggest problem in teaching the wealthiest class of student is discipline. When Dad can afford to send his son or daughter to private college in the event of failure (or expulsion) then there is less fear of failing (or expulsion). When keeping a teen-ager in high school is no financial burden, then no sense of obligation to succeed is likely to be felt. When too many material comforts are provided at home it is not easy to accept the uncomfortable discipline of classroom life.

Here, at South Hill High, the urge to impress is greater than the urge to express. When parents spend so much time cultivating social success it is only natural for children to regard that success as the main aim in life. We have the "brain" students, of course, who will always be honestly conscientious irrespective of financial background. Most of them do not own cars. In a recent survey it was found that the higher the student's grade the less chance there was of his owning a car. These top academic students live their own lives and neither affect nor are affected by the social whirlers. But they do not influence or set a pattern for the school. The "big wheels" are the wealthy sons who combine fast, late model cars with lakeside cabins and homes where parents are often away. They have the brash confidence that comes with the background of unearned, financial independence.

Historian Arnold Toynbee was of the opinion that the stimulus of a hard environment could produce a people with strength of personality and perseverance. He suspected that soft environments produced general dissatisfaction and eventual decay. Nowhere is this more evident than in the children of over-indulgent parents. We are filled with "whiners" who cannot take either failure or punishment. The East End roughie-toughies were no angels. They would seek out (as any student does) any weak link in a teacher's armor. But they took discipline, even if they hated it. They disliked failure but took it with a stoicism bred in the tough end of the city. They rarely came to a teacher to grub for an extra mark here or an extra half-mark there.

Aristotle stated that "All learning is accompanied by some pain." It is this pain that many at South Hill High cannot take. To avoid pain and seek pleasure is their goal—and their home life provides its fulfillment.

What is the solution? Would we all fall into overindulgence if faced with sudden wealth? Do disciplined private schools solve the problem for wealthy parents? Should School Boards deliberately mix schools instead of restricting them to immediate boundaries?

Whatever the solution, the fact remains that to be amongst the wealthiest children in town is all too often an educational handicap.

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